

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4422.

日八十月十年九十二緒光

WEDNESDAY, DECEMBER 16, 1903.

三拜禮

號六十月二十年十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNPAID " 6,000,000
RESERVE FUND " 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARKS' BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$16,000,000
Sterling Reserve.....\$16,000,000
Silver Reserve.....\$6,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., N. A. SIEB, Esq.
E. GOETZ, Esq., H. W. SLADE, Esq.
C. MICHAEL, Esq., C. A. TOMES, Esq.
H. SCHUBART, Esq., E. S. WHEELER, Esq.
E. SHELLIN, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH, Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£324,374
HEAD OFFICE—HONGKONG.
Board of Directors:
Chan Kit Shan, Esq., J. Scott Harston, Esq.
Chow Tung Shing, Esq., J. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES: Hankow, Tientsin, Calcutta, Tsingtau (Kiautschow).
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. FIGGE, Manager.
Hongkong, 1st September, 1903. [961c]

TO LET.

NO. 1, RIFON TERRACE in FLATS.
No. 4, RIFON TERRACE.
No. 15, WONG NEI CHONG ROAD, facing Race Course.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWN No. 3A, BLUE BUILDINGS.
GODOWNS: PRAYA EAST.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1903. [1434]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL.....U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS.....\$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.
LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.
LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VUEX ROAD.
General Banking and Exchange business transacted.

INTEREST ALLOWED
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
" 6 " 3 1/2 " " "
" 12 " 4 " " "

E. F. GROS, Acting Manager.

Hongkong, 1st December, 1902. [698d]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD \$7,992,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA.

AND AGENTS ALL OVER THE WORLD.
LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS' BANK, LTD.
CREDIT LYONNAIS, DRESDENER BANK, COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VUEX ROAD CENTRAL.
CHARLES R. SCOTT, Manager.
Hongkong, 14th December, 1903. [100c]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.
Shanghai Tael.
SUBSCRIBED CAPITAL.....5,000,000
PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 1/2 per Annum Fixed Deposits for 3 months.
4 " " " " " "
5 " " " " " " "
E. W. RUTTER, Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" 6 " " " 3 1/2 " "
" 3 " " " 3 " "
T. P. COCHRANE, Acting Manager.

Hongkong, 18th May, 1903. [11]

TO LET.

CHEAPEST HOUSES in the COLONY.
MORRISON HILL GAP ROAD. 'Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.
WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy. Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.
S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd.
Hongkong, 12th September, 1903. [916c]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [1435a]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMAI

SHANGHAI.....	{ COROMANDEL } About 18th } Freight and
	{ G. M. Montford, R.N.R. } December } Passage.
LONDON, &c.....	{ BALLAARAT } Noon, 19th } See Special
	{ C. R. Longden } December } Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA.....	{ MANILA } About 24th } Freight and
	{ H. G. H. Lewellon, R.N.R. } December } Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 14th December, 1903. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR:
SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
KONIG ALBERT.....WEDNESDAY, 23rd December.
KLAUSCHOU.....WEDNESDAY, 6th January, 1904.
BAYERN.....WEDNESDAY, 20th January, 1904.
SACHSEN.....WEDNESDAY, 3rd February, 1904.
GERA.....WEDNESDAY, 17th February, 1904.
SEYDLITZ.....WEDNESDAY, 2nd March, 1904.
PREUSSEN.....WEDNESDAY, 16th March, 1904.
ROON.....WEDNESDAY, 30th March, 1904.
HAMBURG.....WEDNESDAY, 13th April, 1904.
PRINZ HEINRICH.....WEDNESDAY, 27th April, 1904.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 23rd day of December, 1903, at Noon, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Captain C. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 21st instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 22nd instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 22nd instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS. [563c]

Hongkong, 9th December, 1903.

Intimations.

LANE, CRAWFORD & CO.

CHRISTMAS AND NEW YEAR GOODS!

Fancy Leather Goods in Great Variety.
DECORATIVE TABLE GLASSWARE.
PRETTY DESSERT SERVICES.

DOLLS AND TOYS.

TOM SMITH'S AND CALEY'S CRACKERS.
CROSSE AND BLACKWELL'S XMAS PUDDINGS!!
HUNTLEY AND PALMER'S XMAS CAKES!!
MUSCATELS. FIGS. METZ FRUITS.
ELVAS AND CARLSBAD PLUMS.

LANE, CRAWFORD & CO.

Hongkong, 8th December, 1903. [732c]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.
TERMS VERY MODERATE.

For Particulars apply to THE MANAGER.

810c]

MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.
The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.
PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.
A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.
SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.
WM. FARMER, Proprietor and Manager.

641c

Intimations.

A perfect food

is Bovril—it nourishes, stimulates and reinvigorates. Bovril is of great value for all to whom strength and endurance are a vital necessity. Its regular use is a permanent protection against the dangers of colds, chills and diseases.



JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A' Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Trubakuro, Yeshinotani, Yoshio, Yunokibara and other Coals.
N. INUZUKA, Manager, Hongkong, 563c]

H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [952c]

AQUARIUS COMPANY.



The Aquarius Company's Table Waters are made of pure treble distilled water only.

Absolute purity can only be obtained by distillation.

AQUARIUS MINERAL WATER.

SILENT WATER.

TONIC WATER.

GINGER ALE.

GINGER BEER.

LEMONADE.

LITHIA WATER.

CALDBECK, MACGREGOR & Co.

GENERAL MANAGERS.

15, Queen's Road,

Hongkong, 12th December, 1903. [22]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS.—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

JAS. D. M. CAMERON, Manager.

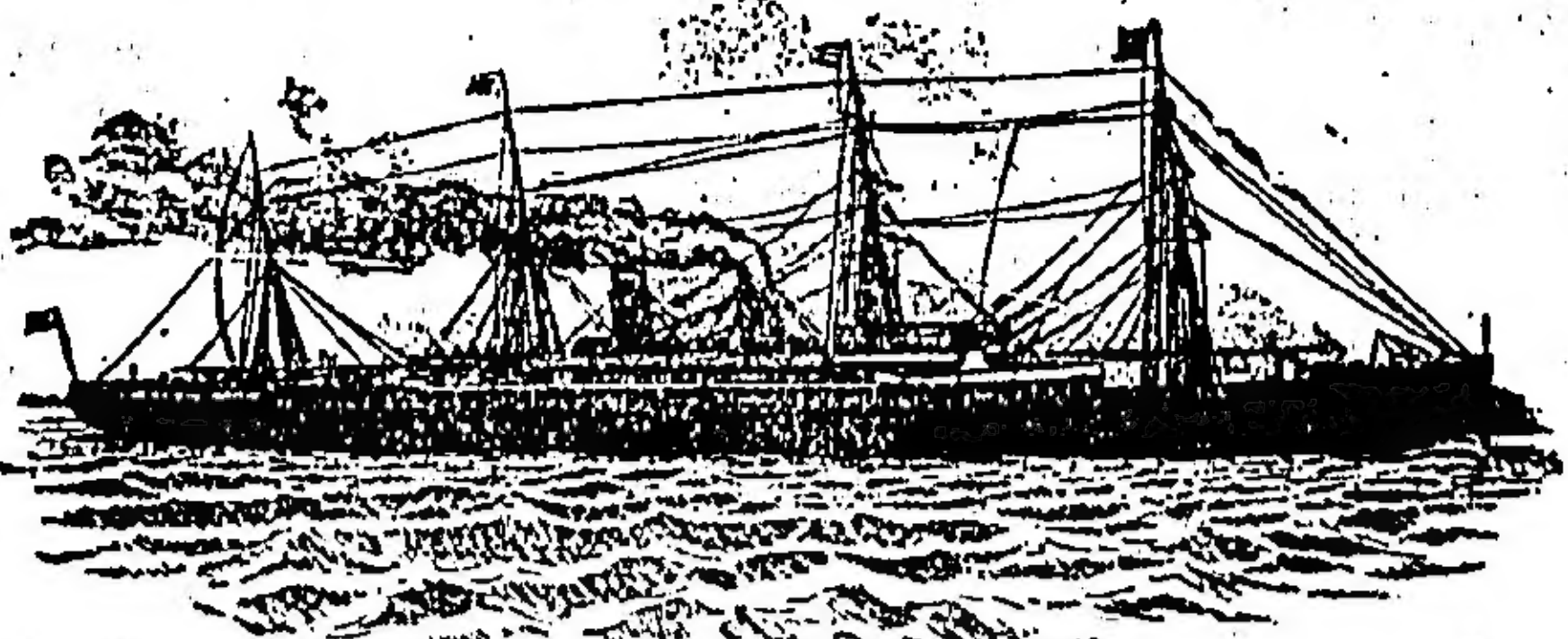
Hongkong, 22nd August, 1903. [555]

GO TO THE KOWLOON HOTEL

KOWLOON. J. W. OSBORNE, Proprietor and Manager.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU" ... 6,307 Gross Tons...	FRIDAY, 18th December, at Noon.
"KOREA" ... 11,276 "	SATURDAY, 26th December, at Noon.
"GABLO" ... 4,205 "	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU" ... 6,307 "	SATURDAY, 9th January, at Noon.
"CHINA" ... 5,060 "	TUESDAY, 19th January, at Noon.
"DORIC" ... 4,784 "	FRIDAY, 29th January, at Noon.
"NIPPON MARU" ... 6,307 "	SATURDAY, 6th February, at Noon.
"SIBERIA" ... 11,284 "	SATURDAY, 13th February, at Noon.
"OPTIC" ... 4,352 "	TUESDAY, 23rd February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 9th December, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons...	WEDNESDAY, 13th January, 1904.
"ATHENIAN" ... 3,882 "	WEDNESDAY, 27th January.
"EMPRESS OF INDIA" ... 6,000 "	WEDNESDAY, 10th February.
"TARTAR" ... 4,425 "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN" ... 6,000 "	WEDNESDAY, 9th March.
"EMPRESS OF CHINA" ... 6,000 "	WEDNESDAY, 23rd March.
"EMPRESS OF INDIA" ... 6,000 "	WEDNESDAY, 6th April.
"ATHENIAN" ... 3,882 "	WEDNESDAY, 20th April.
"EMPRESS OF JAPAN" ... 6,000 "	WEDNESDAY, 27th April.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT: BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA	HAVRE, BREMEN AND HAMBURG.	24th Dec.
Forst	(Calling at SINGAPORE and COLOMBO)	Freight.
NURNBERG	HAVRE AND HAMBURG.	25th Dec.
Jaburg	(Calling at SINGAPORE and PENANG)	Freight.
SAVOIA	ROTTERDAM AND HAMBURG.	1st January, 1904.
Deinat	(Calling at SINGAPORE)	Freight and Passengers.
AMBRIA	HAVRE AND HAMBURG.	10th January, 1904.
Duckstein	(Calling at SINGAPORE and COLOMBO)	Freight.
WURZBURG	HAVRE AND HAMBURG.	23rd January, 1904.
v. Binzer	(Calling at SINGAPORE and PENANG)	Freight and Passengers.
ALESIA	HAVRE AND HAMBURG.	6th February, 1904.
Schiffeld	(Calling at SINGAPORE and COLOMBO)	Freight.
NUBIA	NEW YORK	About end of December, or beginning of January.
von Hoff	VIA SUZ.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 7th December, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" ... 2,365 tons...	Captain H. D. Jones.
"POWAN" ... 2,338 "	G. F. Morrison, R.N.R.
"FATSHAN" ... 2,260 "	A. W. Dixon.
"HANKOW" ... 2,073 "	C. V. Lloyd.
"KINSHAN" ... 2,800 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Sunday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ... 1,998 tons...	Captain W. E. Clarke.
Do.	Departures from Hongkong to Macao daily at 2 P.M. Sunday from Macao to Hongkong daily at 8 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" ... 2,19 tons...	Captain T. Hamlin.
Do.	This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" ... 588 tons...	Captain B. Branch.
"NANNING" ... 569 "	C. Buchart.
"TAK HING" ... 618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS via MACASSAR.	January 10	SHANGHAI, KOBE and YOKOHAMA.	January 12
TJILATJAP	KOBE and YAMA.	Second half of December	S'PORE, JAVA PORTS and MACASSAR.	Second half of December
TJIMAH	Do.	First half of January	Do.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Port on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201.

Hongkong, 30th November, 1903.

[1163a]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

C. W. CLARK,
Between Queen's Road and Des Vaux Road.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co.,
VIENNA.

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

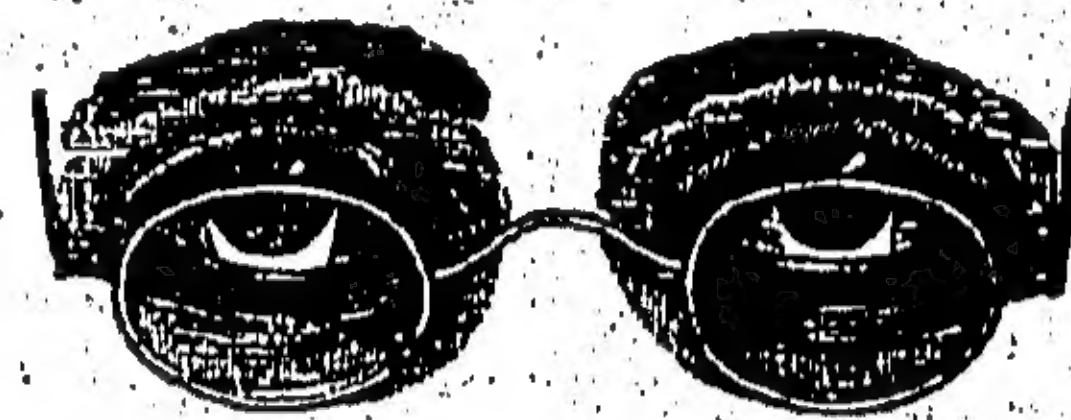
Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

VICTORIA REGATTA.

TO-MORROW
(THURSDAY), 17th DECEMBER, 1903.

THE COMMITTEE of the VICTORIA
RECREATION CLUB request the
Pleasure of the Company of the Ladies of
Hongkong, TO-MORROW, the 17th instant, at
1 P.M., on Board the Sailing Ship "BRILLIANT"
which has been kindly placed at the disposal of
the Committee as a Flagship by Captain G.
COWLES.

THE LADIES' PRIZE will be presented by
Miss BEELEY immediately after the Race
TO-MORROW, the 17th instant, at 3.30 P.M.
Through the Courtesy of Mr. DIXON, the
Chief Manager of the Hongkong and Whampoa
Dock Co., Limited, the "FAME" will leave
Blake Pier at 12.30 P.M. and 1.15 P.M. to
convey Visitors on Board the Flagship, leaving
the Flagship 10 minutes after the Last
Race.

By kind Permission of Lt. Col. W. S. BIRD
WOOD and Officers, the Band of the 110th
Maharatta Light Infantry will perform.

The Secretary's Launch will leave Blake Pier
at 12, Noon, sharp, to convey Rowing Mem-
bers to the Flagship.

Admission to the Flagship (Gentlemen)
\$1.

TICKETS for ADMISSION may be ob-
tained from the Steward, V.R.C.

HAROLD C. AUSTEN,
Acting Hon. Secretary.

Hongkong, 16th December, 1903. [1481a]

REGATTA HOLIDAYS.

THE EXCHANGE BANKS will be
CLOSED for the Transaction of Public
Business at 1 P.M. TO-MORROW, the 17th
instant.

Hongkong, 16th December, 1903. [1485a]

THE FIRE INSURANCE ASSOCIATION
OF HONGKONG.

REGATTA HOLIDAYS.

IT is hereby notified that FIRE INSUR-
ANCE OFFICES will be CLOSED for the
transaction of Public Business at 1 P.M.
TO-MORROW, the 17th instant.

By Order,

A. R. LOWE,
Secretary.

Hongkong, 16th December, 1903. [1498c]

DIOCESAN GIRLS' SCHOOL
AND ORPHANAGE.

ROSE VILLAS, BONHAM ROAD,
HONGKONG.

Chairman of Committee:

THE BISHOP OF VICTORIA.

Superintendent:

Miss E. D. SKIPTON, B.A.

Assistant Superintendent:

Miss M. I. HAWKER.

A CHURCH OF ENGLAND SCHOOL for
the CHRISTIAN training and educa-
tion of Girls of European and mixed parentage.
Good accommodation. Large garden. Eng-
lish Matron.

FEES:—Boarders, \$20 a month. Day
Scholars, \$3 a month.

For Prospectus and further particulars apply
to the LADY SUPERINTENDENT.

Hongkong, 15th December, 1903. [1501a]

NOTICE.

IT is hereby notified that in the ABSENCE
of FURTHER RAINFALL, on and after
MONDAY, the 21st instant, the SUPPLY
of WATER will be TURNED on in the PUBLIC
MANS during the following Hours only:—

In the City of Victoria below Caine Road
from 6 A.M. to 10 A.M.

In Seymour Road, North side of Upper
Richmond Road and South side of Mac-
donnell Road from 8 A.M. to 9.15 A.M.

South side of Robinson Road, South side
of Upper Richmond Road and in
Conduit Road from 6 A.M. to 8 A.M.

In Queen's Gardens from 6 A.M. to 7.15 A.M.

In Peak Road above Queen's Gardens from
7.15 A.M. to 8.15 A.M.

In Peak Road below Queen's Gardens from
8.15 A.M. to 9.15 A.M.

In the Hill District:—

From Peak to Victoria Gap from 6 A.M. to

7 A.M.

From Victoria to District bounded by Planta-
tion Road from 7 A.M. to 8.30 A.M.

In Mount Gough District from 8.30 A.M. to
9.15 A.M.

In Mount Kellett District from 9.15 A.M. to
11 A.M.

In Barker Road from 6 A.M. to 8 A.M.

In Magazine Gap District from 8 A.M. to
10 A.M.

W. CHATHAM,
Water Authority.

Public Works Department,
Hongkong, 15th December, 1903. [1503a]

THE CATHOLIC UNION.

5TH YEAR OF OUR
XMAS TREE ENTERTAINMENTS
TO THE POOR.

Will you help to make 600 Children and
200 Old People happy on
CHRISTMAS DAY?

Come to the
BAZAAR OF TOYS

to be held in the Rooms of the CATHOLIC
UNION, (adjacent to the R. C. Cathedral),
on SATURDAY, 19th instant from 9-11 P.M.

The CHILDREN'S STALLS and the TEA

Intimations.

A. S. WATSON & CO.,

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Our celebrated "E" Liqueur SCOTCH WHISKY is a Blend of the Finest WHISKIES distilled in SCOTLAND. Specially selected, of great age, very fine and mellow.

Its superior quality has established its reputation as the LEADING SCOTCH WHISKY IN THE EAST.

Per Dozen \$16.50

A. S. WATSON & Co.,

LIMITED,

WINE AND SPIRIT MERCHANTS.

TELEPHONE NO. 355.
CABLE ADDRESS: "ACHIEVE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1850

A CHEE & CO.,

祥利廣

TEMPORARY STORE:

1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

XMAS & NEW YEAR CARDS.

FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS.ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,
SURVEYORS and CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [3550]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$12 per annum.

Two rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 16, 1903.

OUR DOCKYARD EFFICIENCY.

If the present crisis in the North develops into anything more serious than mere negotiations, and Great Britain finds herself involved, as the ally of Japan, it will be satisfactory to know that the most efficient arm of defence in our Naval service will not be found wanting in any emergency. Tests by way of ascertaining within how short a period of time the provisioning and ammunitioning of our large fleet in these waters can be successfully accomplished, are being conducted under the direction of the Admiralty officials. For the past couple of days the Naval Dockyard and Ordnance Department have displayed unusual activity. As all ships in harbour were being rapidly brought up to their fighting complement in stores and ammunition yesterday, the resources of the labour market were so severely taxed that scarcely a coolie could be obtained beyond those already in employment; for nearly all of them had gone to increase the staff of the Naval Yard. It was observed, moreover, that a number of women were being employed on the Ordnance wharf carrying ammunition down to the pier and loading junks moored, three deep, alongside. It seems that this demand for coolie labour was so sudden and so great that enough men could not be found to fill the vacancies and a number of junks were pressed into service inside the dockyard and were rapidly loaded with provisions; while at the Ordnance wharf work was being carried on well into the night. At an early hour this morning the junks were towed alongside the ships of the fleet where they at once began to discharge their cargoes, the work being carried on with the same appearance of urgency. The state of affairs, in fact, resembled what would probably occur in time of war or, at any rate, the receipt of very grave and critical news; but though appearances are rather strange, we are able to state positively to our readers that this alarming aspect of activity in the fleet and dockyard is nothing more than an experiment to test the resources of the various departments in the Naval Yard in case emergency should arise. At the same time, it must be admitted that the movement has every appearance of realism. That the whole fleet should have been reinforced with supplies and ammunition within a space of forty-eight hours, and this without interfering in any way with the ordinary work of the Yard, surely reflects some credit upon the organization, and it is, indeed, satisfactory to know that this state of affairs exists, and that the first line of defence in Britain's fair portal of the Orient is ready to slip into action without undue delay.

LOCAL AND GENERAL.

From the offices of the *Hongkong Daily Press* we have to acknowledge with thanks the receipt of a copy of the Directory of Protestant Missionaries in China, Japan and Korea, for the year 1904.

A CONCERT will be given, under the auspices of the Hongkong Volunteer Corps, at the Theatre Royal on Saturday, the 6th January next, at 9 p.m. The entertainment will consist of a concert of about nine or ten items followed by a farce called *Ticklish Times*.

THE French Minister for War, General André, has wired to the authorities in Tonkin inflicting a punishment of 60 days' confinement in a fortress on the medical officer in charge of the hospital in Haiphong, for having countenanced the neglectful diagnosis of a soldier suffering from tuberculosis. The colonel in command of the regiment, in which the man was serving, has been placed under arrest for a period of thirty days.

DR. Nelden, of New York, who advertised offering £1,000 for an ear, has been visited by over 40 people ready to submit to amputation. The doctor states:—My patient is a man of wealth, about 45 years of age. He comes from the West with a comfortable fortune. I do not know how he lost his ear. The subject being chosen, I shall make a half amputation of the ear from the top, twist it round, and sew it to the head of the patient. Then these two must be somewhat closely associated for seven days, during which period it is hoped that the grafting process will take place sufficiently for us to sever the other half and sew it entirely on.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

THE s.s. *Ethiopia* proceeded the other day from Tuticorin to Calcutta, taking with her 13 turtles, including some monsters, for the St. Andrew's Dinner in Calcutta.

VARIOUS proposals have been brought forward (says the *L. & C. Express*) from time to time as to the best means of strengthening the gold reserve of the Bank of England, which constitutes, in fact, the only real reserve of the country, and which is admittedly inadequate to the increasing demands which may at any time be made upon it. The latest scheme, which at the moment is being widely discussed in banking and commercial circles throughout the country, has for its author the president of the Institute of Bankers, Mr. F. Herbert Tritton, whose proposals would involve the accumulation of a "Bankers' Gold Fund" of £15,000,000, to be held by the Bank of England, separate from the bank's own specie reserve, and under the control of the London clearing bankers. In times of financial stress, when the reserve of the Bank of England dropped below danger point, the "Bankers' Gold Fund" would be temporarily drawn upon to make good the Bank's reserve. Mr. Tritton thinks the fund could be obtained if each bank in the kingdom increased its paid-up capital by 20 per cent, and devoted the proceeds of the new capital to purchase of gold for this purpose.

MACAO NOTES.

(From Our Own Correspondent.)

Macao, 15th December.

THE CHARITY BAZAAR. The Charity Bazaar to be held on Boxing Day and the 27th inst. and promoted by the officials and the *elite* of Macao, in aid of the schools under the Sisters of Charity, promises to be a big success. The indefatigable honorary secretary, Mr. A. J. Basto, Jr., is working like a Trojan in so deserving a cause as that of charity. He is well seconded by an energetic committee who are sparing no trouble and pains in their co-operation to make the fête as great an attraction as possible. The Government has kindly placed the Public Gardens at San Francisco, charmingly situated on the sea front, at the disposal of the Committee. Every advantage will be taken of the grounds and the magnificent foliage on the southern boundary to transform them into an artistic exhibition ground for the occasion. With the Director of Public Works (Mr. A. Abreu Nunes) on the Committee, it goes without saying that the gardens will be very tastefully laid out. In addition to the usual stalls attended by the ladies for the sale of toys, refreshments, flowers, etc., and the customary lottery booths, there will be a miniature exhibition stand as a special feature of the show. Firms in Hongkong will be asked to assist. An endeavour is being made to charter one of the fine steamers of the Hongkong, Canton and Macao Steamboat Co. to run a special excursion trip for the convenience of Hongkong visitors. In view of the fête being promoted with a purely charitable object, it is hoped that the directors of the Steamboat Company will see their way to grant the charter of a first-class boat on easy terms. I hear that the Press of your Colony will be asked to render assistance and by publicity in the widely read columns of the daily papers invite attention to the function which so many are co-operating in making it a distinct success.

THE PROVINCIAL COUNCIL.

Among the new appointees to the Provincial Council is the worthy and most popular medico, Dr. L. P. Marques, formerly of the Civil Service of Hongkong. In his usual modesty, I understand, Dr. Marques has declined the honour proffered him by the Government. This is not the first occasion wherein he has rejected civil distinctions, preferring in his unostentatious manner to work in his profession for the benefit of the large class amongst the community by whom the Doctor is recognised as a public benefactor in the Holy City without an equal.

THE FRENCH VICE-CONSUL.

On the subject of official recognition, I am pleased to note that the French Government has, though tardily but better than never, realised what a zealous honorary official they have had all these years in their honorary vice-consul, Mr. A. J. Basto, the leading Counsel here. French interests, within his own sphere, have been protected and promoted by this official in a manner which could not have been more efficiently and energetically done had Mr. Basto been allowed the usual honours and emoluments. It is said that the recognition Mr. Basto will receive is his elevation to a *chevalier* of the Legion of Honour. *Patnam meruit qui ferat!*

SILVER IN 1902.

The following interesting paragraph on "Silver in 1902" is extracted from the *Chicago Chronicle*—

The director of the mint has issued a report showing the commercial and the coinage value of silver bullion produced in this country during the year 1902, from which it appears that Mr. Bryan's enterprise in promotion and flotation is becoming more and more attractive to the bonanza mine owners. The figures, which might be used in a prospectus by Mr. Bryan, are as follows—

Ounces produced \$55,500,000
Commercial value \$29,415,000
Coinage value (16 to 1) \$71,757,575
Prospective profit \$42,342,575

The men in whose interest Mr. Bryan has been working and with whose assistance he has become one of the rich men of Nebraska could do a good many things with \$42,342,575 annually. While the profit here contemplated does not equal that of Steel or Standard Oil, it is large enough to be well worth all the labour and expense that have been undertaken by the politico-silver interest of which Mr. Bryan appears to be the chief spokesman.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

THE V. C. R. REGATTA.

FIRST DAY.

Patrons:—H.E. F. H. May, J.M.G. H.E. Major General Villiers Hutton, C.B. Stewards:—Sir W. Meigh Goodman, Hon. Dr. J. M. Atkinson, Hon. Sir H. S. Berkeley, Lieut. Col. L. F. Brown, M.R., Mr. F. C. Barlow, Hon. Sir C. P. Chater, C.B., Mr. T. P. Cochrane, Mr. G. de Champeaux, Hon. W. Chatham, Messrs. J. D. Danby, A. Denison, W. B. Dixon, H. H. Gempert, P. Goetz, E. A. Denison, W. B. Kohler, J. J. Leida, N. K. Leigh, Capt. F. W. Layton, H. M. Moly, Owen Ordish, Gen. Percy, Commodore C. G. Robinson, A.D.C., R.N.A. G. Romano, T. Sercombe Smith, M. A. A. Souza, Hon. David Taylor, M.R., C. A. Tomes, Dr. G. Watson Wright, Alfred G. Wise, and F. W. White.

Committee:—Messrs. Arthur Chapman (Chairman), W. Armstrong, W. S. Bailey, G. A. Caldwell, W. A. Crake, E. M. Haselwood, W. G. Humphreys, Thos. Meek, E. W. Mitchell, and A. Rodger.

Judges:—The Kowloon Races:—Messrs. E. W. Mitchell, Chapman, and Lieut. Crawford.

Umpires and Starters:—Starter (Rowing), Mr. W. Hutton; Umpires (Rowing), Mr. C. H. Grace, and Hon. G. Stewart; Yachts and Open Sailing Boats, Lieut. P. H. Campbell, M.R. Time-keeper:—Mr. Geo. P. Lammett. Act. Hon. Secretary:—Harold G. Austen. Hon. Treasurer:—Mr. R. H. P. Mitchell.

The forty-eighth annual regatta of the Victoria Recreation Club was, for its opening day, not favoured with the weather either seasonable or worthy of the occasion. The morning broke dark and threatening, a heavy dense fog laying over the harbour, and at 8 a.m. a somewhat heavy downpour of rain occurred which threatened to jeopardise the success of this popular aquatic fête. However, towards 9 a.m., things looked more promising, and an occasional streak of blue and a flash of sunlight were visible from time to time in the east. Towards 11 a.m. the weather cleared and the sun came out in all its glory, the temperature rising rapidly till it was almost too warm to be pleasant. The Committee had made the usual excellent arrangements for the comfort of their guests, tiffin and refreshments being served on the flagship *Brilliant*, a fine four-masted sailing ship, kindly lent for the occasion by Captain G. Cowlishaw. Mr. Dixon of the Dock Co. courteously placed the tug *Fame* at the disposal of the organisers for the conveyance of visitors, and the excellent band of the 110th Mahratta Light Infantry was graciously allowed to assist by permission of Lt. Colonel Birdwood and the officers of that regiment. The flagship was spick and span and brilliantly bedecked with bunting, and her hospitable captain received the committee and Press as they went aboard shortly after midday. On a table, placed on the poop, the prizes were disposed, making a fine and tempting display, the handsome cups and other souvenirs speaking highly of the generosity of the donors. A signal party of sailors from H.M.S. *Glory* was also in readiness. An excellent tiffin, provided by Mr. J. W. Osborne, of the Kowloon Hotel, having been served to the visitors by the Committee, the programme of events was commenced. By this time the attendance was numerous, and many ladies were present to witness the triumphs of their relations or friends.

FIRST DAY.—WEDNESDAY, 16TH DECEMBER. 1st Race.—1 P.M. LIGHT GIGS.—Open to European Non-Commissioned Officers and Men of any regiment or corps of the garrison or to European crews of any of H.M. Vessels or to European members of the "Police Force." Entrance, \$1. Distance, one mile. Boats to be approved of by the Committee. Time allowance, 8 seconds per oar. Four boats must start for 2 prizes. 1st prize, \$15; 2nd prize, \$10, (post entries). Service oars and conditions.

Only one boat put in an appearance—from the destroyer *Otter*—and the crew rowed over the course in 6 m. 51 seconds.

2nd Race.—1.30 P.M. HONGKONG CHALLENGE CUP.—For Four-oars. Cup presented by His Excellency F. H. May, C.M.G. The Cup to become the property of the Club, or unit of His Majesty's Forces which wins it 3 times in succession or 5 times in all. Amateur crews representative of any Amateur Rowing, Boating, Yachting or Aquatic Club Hongkong or China, or of any portion of His Majesty's Naval or Military Forces stationed in Hongkong or China to be eligible to compete. Distance, one mile and a-half. Entrance, \$10.

HONGKONG BOAT CLUB.

1.—Station No. 1.—Green and White.

	st.	lbs.
Bow...C. McI. Messer	...	12 4
2...C. Beavis	...	12 6
3...A. B. Rouse	...	11 13
Stroke...F. W. Warren	...	12 7
Cox...F. C. Barlow	...	10 0

HONGKONG BOAT CLUB.

2.—Station No. 3.—Green and White.

	st.	lbs.
Bow...A. Toelke	...	10 13
2...H. Brandes	...	13 10
3...C. Brechner	...	12 5
Stroke...W. O. Koehler	...	11 13
Cox...B. Siebs	...	10 0

VICTORIA RECREATION CLUB.

3.—Station No. 2.—White and Red.

	st.	lbs.
Bow...F. D. Bain	...	9 4
2...G. H. Rubie	...	10 0
3...C. H. A. Hance	...	11 11
Stroke...A. E. Alves	...	11 6
Cox...C. M. S. Alves	...	10 0

The three crews started, though there was some talk prior to the race that A. Toelke was indisposed and that, in consequence, the German crew would not compete. At the start, the English boat (H.B.C.) drew ahead, the V. R. C. dropping behind. All the crews pulled steadily, but it was somewhat hard work, for the water was choppy and the wind strong. The Green and White, though fighting hard, continued to drop astern, the other two boats keeping it up well till the Englishmen leading by a length when half over the course. The German crew began now to lose way, their stroke being somewhat short and irregular. Mr. Messers' crew came in an easy first, leading by a length and 2. Time 10 m. 32 seconds.

In the V. R. C. crew, A. E. Alves and C. E. Hance caught a crab, Rubie and Bain pulled

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

well and did their best to secure a win but were unfortunate. The weather was now overcast and the wind rising gradually, the sea became decidedly choppy.

3rd Race.—2 P.M. PAROUB POLICE.—Open to the Chinese members of the Harbour Police. To be rowed in the service boats. Distance, one mile. Entrance, 50 cents. First prize, \$10; second prize, \$4. Three boats to start for two prizes.

1.—Station No. 1, Launch Crew Boat No. 3, W.P. 1. Cox...410 2. Cox...402 3. Cox...402

At the start, No. 3 crew forged ahead, but the other boats struggled hard and kept close to it; indeed, the competitors were more or less in a bunch during the whole race. When near the flagpole, No. 1 crew put on a spurt and passed the flag half a length ahead of their competitors. Time 10 m. 43 secs.

4th Race.—2.30 P.M. GERMAN CUP.—Open. Presented by the Members of the Club Germania. For four-oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the competing Club or Unit.

ROSE.

1.—Station No. 4.—Dark and Light Blue.

	st.	lbs.
Bow...F. D. Bain	...	9 4
2...G. H. Rubie	...	10 0
3...R. C. Wicheh	...	10 9
Stroke...E. Herbst	...	10 0
Cox...H. M. Bain	...	10 0

KORNBUMBE.

2.—Station No. 3.—Red and Blue.

	st.	lbs.
Bow...N. H. Alves	...	9 12
2...A. Loureiro	...	10 0
3...H. C. Austen	...	13 0
Stroke...A. E. Alves	...	11 6
Cox...S. A. Seth	...	10 0

THISTLE.

3.—Station No. 1.—Light Blue and White.

	st.	lbs.
Bow...A. E. Asger	...	9 4
2...J. A. S. Alves	...	10 1
3...L. A. Musso	...	11 4
Stroke...J. Millar	...	10 10
Cox...F. W. White	...	10 0

The Shamrock crew were scratched for this run owing to Hance being ill. It was blowing very hard and the water badly broken when the race started. The three boats went away in good style, the Rose crew taking the lead. It was a close race right through, both the other boats fighting hard. The Rose crew finally were victors by half a length. Kornblume second. Time 8 m. 15 secs.

THE CHORAL FESTIVAL.

AT ST. JOHN'S CATHEDRAL.

It is no exaggeration to say that the choir of St. John's Cathedral, assisted by other ladies and gentlemen in the Colony, brought off a magnificent performance of Mendelssohn's *Hymn of Praise*. We have, to the best of our recollection, never heard any choral festival chorus sing so finely in Hongkong before, and the crowded congregation must have been exceptionally impressed by the flexibility of the voices, and the real beauty of the tone which they possessed. The festival last evening was held primarily with the object of raising money on behalf of the St. John's Cathedral Choir Fund, and it was gratifying to notice that the attendance was large, and the collection, which was taken, therefore, likely to be satisfactory. The pick of the many gems of the evening must be awarded to Mr. G. P. Lammett, whose wide range of voice was never better displayed than in the air and recitative tenor, *The sorrow of death, and We called through the darkness*. His vocalisation was perfect, and though circumstances precluded the possibility of applause appreciation of his effort was none the less sincere on that account. Then the recitative (tenor) of Mr. G. H. Edwards, *Sing ye praise*, was another grand performance which gained the good graces of the congregation by the rich quality of his voice and the intelligence and style with which he interpreted the difficult passages. The solo (with chorus), *The night is departing*, was taken by Mrs. Hagen, and her most clever and sweetly expressive rendering of the beautiful past was a rare treat. Messrs. Grimbale and Ward conducted amazingly well, with a knowledge that made always for satisfactory issues, while the chorus was loyal to the baton, and its devotion to the piece was a quality which one noted with particular satisfaction. Indeed, as we have already observed, the festival was a thorough success, and it is safe to say that on Tuesday next, the 22nd inst., at 5 p.m. when another opportunity is afforded of hearing the performers, they may be assured of just as large an attendance and just as appreciative a congregation.

The following formed the Chorus:

Soprano:—Messdames Craddock, Hagen, Johnston, Lammett, Kew, Quinn, Seth, Wagner, Woodcock. Misses Murray Bain, Hance, Loureiro, Seth, Shaw, Weatherston, Masters W. Hager, R. Presley, F. Tyler, B. Tyler, A. Godfrey, A. Martin, H. Fielding, Harvey.

Altos:—Lady Meigh Goodman, Messdames Dickson, Drayson, Gordon, Grimbale, Percy, Misses Goodman, Innes, Leykum.

Tenors:—Messrs. Danenberg, Dow, G. H. Edwards, P. W. Gotting, G. P. Lammett, C. H. Rayner, Rubie, Thurlow, Wagner.

Basses:—Messrs. W. Armstrong, C. E. H. Beavis, F. H. Bell, Brand, Crofton, Craddock, Grigsby, Hays, Hings, Haughton, Jenkins, Lammett, Symington.

Soloists:—Miss Murray Bain, Mrs. Craddock, Mrs. Hagen, Mr. G. H. Edwards and Mr. G. P. Lammett.

Conductors and Organists:—Mr. George Grimbale, and Mr. A. G. Ward.

Committee:—Rev. F. T. Johnson, M. A., J. S. Seth, Mrs. Hagen, M. W. Armstrong, M. W. J. Terrill, Mr. A. G. Ward, and Mr. E. Hayley Bell, Hon. Secretary.

The following ladies and gentlemen composed the Orchestra.

Violins:—Mrs. Ough, Miss Drew, Miss G. Bunn, Messrs. Xavier, Lopez, Sylvester, Schmidt, Barlow, Domich, Rozario, Beck, Catchick, Alves, and Sergeant Jenkins. R. J. Violas:—Dr. Swain, Messrs. Gonzales, and P. A. Rozario, Jun., Oello, Messrs. Miller and Kozil; Double Bass:—Mr. Sequiera-Flutes:—Messrs. Chopard, Omand and Silas Oboes:—Mr. Anderson; Clarinets:—Messrs. Murray and Tuxford; Bass Clarinet:—Mr. Asumpao; Cornets:—Mr. Godwin and Bandmen, S. F.; Trumps:—Mr. Spratt and Bandman, S. F.; Trombone:—Sergeant Powell. E. E. Euphonium:—Baddam, S. F.; Drums:—Mr. Caesar.

THE INTERNATIONAL INSTITUTE FOR CHINA.

The following letter on the above subject has appeared in *The Times*, *Standard*, *Morning Post*, and other leading London daily papers. Its publication will, it is hoped, have some influence in arousing interest in a scheme that should exercise a beneficial effect on China and the Chinese.

Sir,—Considerable progress has been made of late in China towards the formation of an International Institute for that country. A scheme which was thrown back, and somewhat into the background, as the result of the unfortunate events in 1900 in the North of China. The moving spirit has been Dr. G. Reid, an American missionary, but the scheme is entirely international in its objects and scope. It is nearly six years since the plan of establishing an International Institute in China as the embodiment of special work among the higher classes of Chinese was definitely projected. The special aims of a mission among the higher classes are, in brief, four:—(1) To benefit the whole country by influencing for good the influential class; (2) To promote, through the same classes, greater friendliness and harmony between China and foreign countries; (3) To advance enlightenment, truth, righteousness, and reform, through mutual understanding and intercourse, and the co-operation of leading men in China and the West; and (4) To show forth, in a definite way, the best features of Christian civilisation, generosity, fair dealing, uprightness, and the general well-being of society.

The plan of the International Institute, as directed especially to the higher classes, consists of six parts:—(1) An International Museum or Exposition; (2) An International Library and Reading Room; (3) An International Club or Social Hall; (4) A Lyceum or Public Lecture Hall; (5) Class-rooms for instruction; and (6) Literary work and such charitable work as might be deemed advisable or necessary.

The original idea was that the site of the Institute should be in Peking. The events of 1900, and subsequently, seemed, however, to point to Shanghai being a better location. The transfer, as was, therefore, made, and a strong committee of leading Chinese and foreigners was constituted. The Committee has been energetically at work for the last few months, with the result, communicated by the last mail received, that two of the Chinese Committee were specially deputed to confer with Mr. R. E. Bredon, Deputy-Inspector General of Chinese Customs, and Sir Charles Dudgeon, of the Executive Committee, and with Dr. Gilbert Reid, as to the site to be purchased. As a result, a plot of ground has been purchased within the limits of the French concession at Shanghai. The plot consists of 14 mow (about two acres), and is purchased for £15,000. Of this amount the owner contributes £4,000. The money for the middle men, £1,000, is returned by the two men acting in that capacity. Of the £15,000 balance, all but a few thousands are actually subscribed, and the remainder is assured.

In addition to the committee at Shanghai, committees have been formed in Great Britain, the United States, Germany, and Holland to assist in promoting the objects of the Institute. It is hoped that assistance can be obtained through these committees in raising funds for the necessary buildings and the endowment of the Institute. It is intended that there shall be a British director associated with Dr. Gilbert Reid, and any funds that may be forthcoming from British sources would be devoted, in part, towards his emolument.—Yours faithfully,

A. G. ANGER,
Hon. Sec. British Committee.

79, Gracechurch-street,
London, E. C., Nov. 12.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Australian*) 18th inst.
English

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

The "Supao" Sedition Trial.

FURTHER RELEASES.

(From Our Correspondent.)

SHANGHAI, 16th Dec. 3.33 p.m.
Chen, the son of the editor of the *Supao*, has been released unconditionally, while Lung Chih-tze, who was to be kept in custody until word had been received from Viceroy Chou Chih-fung, is to be set at liberty upon signing a document declaring that he had no connection whatever with the Hankow plot.

(Reuters.)

Important Admiralty Order.

LONDON, 14th December.

An important Admiralty order reduces by periods varying from two to three and a half years, periods of non-service, entailing the compulsory retirement of all officers, and limits periods of shore employment to five years. By 1907 the active list will be gradually increased to 12 admirals, 22 vice-admirals, 55 rear-admirals, 253 captains and 373 commanders. The order has been favourably received as calculated to stimulate zeal, accelerate promotion, and above all to promote the survival of the fittest.

Admiral Alexieff.

The *Namoy Vremya's* correspondent at Vladivostok wires that Admiral Alexieff has postponed his visit to St. Petersburg to January.

Russia and Japan.

Viscount Hayashi, the Japanese Minister in London, who has received the Russian reply, says he has no reason to change his previous opinion concerning an ultimate pacific issue.

The Kaiser.

The Kaiser, in receiving the officers of the Reichstag, addressed them in a strong unaltered voice and emphasised the necessity for Germany participating in overseas politics and the importance of cotton cultivation in the Colonies.

[We understand that the German Colonial Society contemplates the sending of a number of young men to Texas agricultural and technical schools to study the methods of growing and marketing cotton. The young men will spend a year on a cotton plantation and so acquire practical experience, which later they will employ in the German colonies.—ED., H.K.T.]

(Straits Times.)

Penang Shipping Case.

AN ALLEGED UNQUALIFIED MATE.

Penang, 7th December.

Summonses have been issued against the Captain and owners of the *Avagayee*, on a charge of sailing with a mate who was not qualified under the Ordinance.

The case comes on for trial on the 16th inst. [The *Avagayee* is a steamer of 247 tons, commanded by Captain Morier. She is owned by Koe Guan & Co.]

SANITARY BOARD.

A meeting of this Board will be held tomorrow at 4.15 p.m.

ORDERS OF THE DAY.

1. Correspondence relative to teaching sanitation in schools.
2. Further correspondence relative to the erection of a public latrine near the Harbour Office.
3. Mr. Rumjahn, pursuant to notice, will ask—

1. How many notices requesting owners of houses to comply with the provisions of sections 140 and 142 of the Public Health and Buildings Ordinance, No. 1 of 1903, in respect of fireplaces, chimneys or smoke flues, have been served by the officers of the Board, since the 1st day of November, 1903?
2. Under whose complaints, the notices above referred to, were issued; and before the issue of such notices, whether any verification had been made as to the correctness, or otherwise, of such complaints?

3. By whom the notices above referred to were made out, and by whom they were signed?
4. Under what authority or by whose instructions should the officers of the Board be concerned in the question of the proper construction or otherwise of fireplaces, chimneys or smoke flues; such matters being distinctly laid down in sections 140 and 142 of the Public Health and Buildings Ordinance, No. 1 of 1903, as wholly and solely concerning the building authority?

5. Letter from Mr. Fung Wa Ch'ui relative to fire-places.
6. Letter from Mr. A. Rumjahn relative to the new definition of "External Air" as embodied in the Public Health and Buildings Ordinance, 1903.

7. Application for exemption from the backyard provision of the verandah regulation in respect of premises on Inland Lot No. 1294.
8. Application for exemption from the provision of open spaces in respect of Nos. 17 to 23 Macdonald Road, Yau-mat.

9. Application for permission to erect 5 water closets and 6 urinals at the Sailors and Soldiers' Home, Arsenal Street and Praya East.
10. Application for the renewal of a fruit and vegetable licence in respect of No. 93 Connaught Road, West.

11. Further correspondence relative to the application for the renewal of the fruit still licence at No. 117 Queen's Road, West.
12. Application for the renewal of a fruit licence in respect of No. 237 Queen's Road, West.

13. Result of the analyses of two samples of well water.
14. Lime-washing return for the fortnight ended 11th December, 1903.
15. Rat return for the fortnight ended 14th December, 1903.

16. Mortality statistics for the week ended 26th September, 1903.
G. A. Woodcock,
Secretary.

THE "AMPHITRITE" IN DOCK.

Work upon H.M.S. *Amphitrite* now lying in the Hongkong and Whampoa Dock Co.'s premises at Hongkong is proceeding satisfactorily, and it is anticipated that she will be finished some time about the first week in January, as the repairs are being carried out with the utmost celerity, no less than fifty men being employed upon the ship's bottom night and day. After sunset the work is carried out in the light of gasoline torches, there being about eight of these ranged round the ship. In the day time usually from thirty to forty extra hands are put on to the job, bringing the total up to something in the neighbourhood of eighty men. The bulk of the work consists in replacing the damaged sheathing which it was found necessary to remove in order to get at the plate.

Up to the present the most serious part of the damage has been repaired and the actual sheathing has been restored; the renewed sheathing is more than half done and in many minor places, where the copper has become defective, many of the copper sheets have been stripped off and new ones put in their place, notably at the bow, where it was found that the anchor had done mischief, while being weighed.

It will be remembered that the *Amphitrite* has her bottom sheathed with wood and that copper is overlaid upon the wood to protect it. This method of protecting the ship's bottom from marine growth is far more effective than anti-fouling compound. Copper has a peculiar property of repelling off in thin flakes known as "exfoliation" under the action of sea water, and these flakes carry the germs of growth with them whereas anti-fouling compositions rely upon their poisonous qualities which last for a comparatively short time and thus, though the initial cost of copper sheathing is great, the ship requires docking less frequently.

The fact of the *Amphitrite* being sheathed has perhaps reserved her from a good deal more damage than she would otherwise have experienced from her accident. It seems that the wood sheathing acted in a great measure as a buffer or pad and saved the actual plating in parts. Fortunately, the rudder escaped any great damage; but had the shock been only four feet further aft it would have been put out of action, for the stern casting would necessarily have been bent. As it is the casting has escaped and thereby the cost of repair very considerably lessened; a part of the casting was fractured certainly, but as this occurred fairly far forward and in close proximity to the keel, the damage was only local and has been able to be made good. The greater part of the strain was taken by the false and main keel and this is at present under repair and will shortly be finished.

It is interesting to note that the sheathing in the *Amphitrite* which has formed the largest part of the work consists of four-inch teak planks one foot wide by ten long. These come straight from the saw mills belonging to the Dock. The *Glory* and *Leviathan* are going into dock to have their bottoms scraped and will each be in dock for about four or five days.

THE MILITARY MANOEUVRES IN TONKING.

The military manoeuvres in Tonking will take place about the 15th January next. The district in which they will be held stretches from Bac Ninh and the Canal of the Rapids, southeastwards towards Seven Pagodas. Two divisions will take part in the operations. The first, under the orders of Brigadier-General Clamorgan, will concentrate at Giadinh, about 12 kilometres from Seven Pagodas, and will consist of the following regiments: 9th and 18th Colonial Infantry (French), 1st and 2nd Tonkinese (Natives) and four batteries of artillery. The second division, of which Brigadier-General Winckel-Meyer will be in command, consisting of the 10th Colonial Infantry, the Foreign Legion, the 2nd, 3rd and 4th Tonkinese, and an equal force of artillery to the other corps, will concentrate on Bac Ninh. The theme of the manoeuvres will be that the first division is an enemy marching northwards to capture Bac Ninh and Hanoi, which will be defended by the forces under General Winckel-Meyer. Including the native reserves, now being called out, the total strength of the troops present will be from ten to twelve thousand. The General of Division, Coronat, Commander-in-Chief in French Indo-China, will assist as umpire, and give his appreciation on the tactical skill displayed by the officers and conduct of the men. A review, in which all the troops engaged will take part, will be held at Bac Ninh on the close of the manoeuvres. It is rumoured that several officers from the Hongkong garrison will assist as spectators.

THE hue and cry is always great that France is spending too much for her army and that the sum exceeds that spent by other countries. Now, since 1891, the money spent on the army has decreased every year, and of all the great European powers France is the one that spends the least, and the 688,000,000 francs would be lessened one-third if the Ministry of War did not have to pay for the gendarmerie and the colonial troops, who have nothing to do with the national defence. Statistics prove that while France spent 1,000,000 francs, Italy spent 2,583,000, Austria 9,750,000, Germany 18,333,000, Russia 23,000,000 and Great Britain 35,333,000. The financial position in France shows that it is the best in Europe, and for the last twelve years she has always been ready to lend millions of francs to foreign countries from a well filled and ever-replenishing treasury and a statesman said, while talking of the great amount of money made in America, "It is not what a nation and a man makes that tells; it is how they spend and save their money. If a labourer makes \$3 a day and spends the whole of it he is not so well off as the one who makes a dollar a day and saves a quarter of it."—*Brooklyn Eagle*.

MISHAP TO THE "OCEAN".

IN HONGKONG HARBOUR.

While H.M.S. battleship *Ocean*, 12,950 tons, commanded by Captain R. F. Foote, C.M.G., was proceeding to her buoy in the Admiralty anchorage last evening, having come in from Mira Bay on her way down from Weihaiwei, she was carried by the strong tide on to the Messageries Maritimes buoy moored near the Central Fairway, close to the run of the Star Ferry Co.'s boats. One of her screws fouled the chain of the buoy, but, happily, without damage to any of the blades as the propeller was not working at the time. It was some time, however, before the *Ocean* could get clear of the mooring chain, it being found advisable before any attempt was made to free the battleship to await the turn of the tide. She then anchored, and as darkness was setting in a couple of lights were run up to the yard arm of the foremast, and signal lights were seen working, presumably in communication with H.M.S. *Tamar*, which was also flashing messages across the harbour. Meanwhile, divers had been requisitioned to ascertain whether any, and to what extent, damage had resulted from the mishap. We understand, also, that the management of the Hongkong and Whampoa Dock Company, with commendable promptitude, offered the services of the dockyard divers and appliances, as well as the use of the powerful tug, *Robert Cook*, in the event of emergency; but the timely offer was declined with thanks, as the Admiralty had found there was no occasion to call in outside assistance. We hear, however, that the *Ocean* will be docked at an early date, whether in consequence of the accident last evening or for an ordinary scraping and painting has not transpired.

The congestion of the harbour in Hongkong is almost as bad as that of the city. Last evening's incident, which, fortunately, was unattended by any casualty excepting some inconvenience to the officers and crew of the big war vessel, emphasizes the restricted area now available for the ever-increasing number of vessels making the port.

STRATEGICAL POSITION IN THE FAR EAST.

LECTURE BY COL. BROWNE.

Col. G. F. Browne, D.S.O., Assistant Adjutant-General, War Office, late Military Attaché in China, lectured at Aldershot on 10th inst., before the officers of the Military Society, on "Manchuria." The chair was occupied by Major-General A. H. Paget, C.V.O., Commanding 1st Division, First Army Corps.

Colonel Browne said that although Manchuria, the smallest of China's dependencies, was scarcely one-twelfth of the area of the Celestial Empire, it was by no means a small country, as it covered 356,000 square miles, or rather more than the combined area of the Cape, the Orange River, and Natal Colonies. The territory leased by Russia, in March, 1896, known as the Kuan-tung district, contained an area of 1,050 square miles. Its boundary line, 35 miles in length, extended from the Island of Po-lo-tao, or Lu-tao, the Gulf of Liao-tung, to a few miles to the east of the small port of Pi-tzu-wo, on the north coast of the Yellow Sea. Beyond this frontier was a neutral zone, extending northwards and bounded by the Kai-chow river, which flows into the Gulf of Liao-tung, and by the Ta-yang river, which empties itself into the Yellow Sea. In this neutral zone the Chinese were not permitted to quarter troops without the permission of Russia. The territory leased included the landlocked harbour of Port Arthur, which was for the sole use of Russian and Chinese men-of-war. Its defects were that the anchorage for large ships was very restricted and the water supply bad, which latter defect was common to all the ports on the North-east coast of China. The fortress was strong on the sea front, the re-entrant form of the coast enabling the forts guarding the entrance to bring a converging fire on hostile ships, while the entrance to the harbour, 600 yards wide, was protected by submarine mines. On the land side there was a semi-circle of hills two and a half miles from the dockyard, on which permanent works, connected by entrenchments, had been built. The fort contained a basin, a dockyard, extensive granaries, searchlights on the sea and land fronts, and a permanent garrison of 14,500 men. Thirty miles East-by-North of Port Arthur was the Bay of Ta-lien-wan, which was used by the British Expeditionary Force as a rendezvous base in 1860. The bay was six miles wide and six miles long. Its Northern part was fortified and reserved exclusively for Russian and Chinese men-of-war, while Dalny, on the South side of the Bay, was a commercial port open to the merchant vessels of all countries. Both these ports were practically ice-free. Dalny was the commercial terminus of the Southern branch of the Chinese Eastern Railway, being 545 miles distant from Moscow. The harbour now under construction would, ultimately, be the finest in the Far East. The largest ships would be able to steam up alongside the piers, on which rails were laid and large warehouses built. Dry docks were being constructed, and a central electric station generated sufficient power to light the city, drive the machinery of the dry docks, and work the trams. This city had been constructed by the Eastern Railway Company at immense cost, and if the Imperial Edict making it a free port was not reversed, it was destined some day to be one of the most important trade emporiums in the Far East. Both Port Arthur and Ta-lien-wan were situated on the Kuan-tung peninsula, which is joined to the Liao-tung peninsula by a strip of land barely 300 yards in width. This point was the strategic key to the Kuan-tung peninsula, and was now strongly fortified by a series of batteries. The banks of this position were fairly secure, the left resting on the muddy foreshore of Chih-chou Bay, and the right protected by the works of Ta-lien-wan. Colonel Browne described the mountain system of Manchuria as being for the most

part difficult of passage, and the rivers as being only navigable for vessels of the lightest draught. The 600 miles of coast was mostly shallow, and there was little or no shelter for vessels to within 20 miles of Ta-lien-wan. The climate of the country he described as being good, without great extremes of temperature; but the road communication was extremely bad, the so-called roads, indeed, being only passable at certain periods of the year. Alluding to the railway communication with Russia, Colonel Browne said that when it was complete in every respect it was improbable that the journey would exceed 164 miles an hour, and troop trains 12 miles, including their necessary halts, which meant that a journey from Moscow to Port Arthur in the ordinary way would occupy 14 days, and the movement of troops about 20 days. To equip a military 5,415 miles in length for a continuous movement of troops was a vast undertaking. The strength of a chain depended on its weakest link, and there were in Siberia several heavy gradients, especially in the Trans-Baikal section, where curves were sharp and cuttings narrow. The cost of this railway would probably not fall far short of £75,000,000 sterling. As a commercial venture it could not pay for many years, but it could not be appraised from a commercial point of view. It had profoundly modified the strategic position of Russia on the shores of the Pacific, as a few years ago the Russian Army in Eastern Siberia was for six months in the year cut off from European Russia. During the Boer rising, the Russian Army, which had been mobilised and moved over the frontier, held all strategic points in the country. Finally, on April 8, 1902, Russia signed a Convention with China whereby she agreed to completely evacuate the country by October 8, 1903.

A discussion followed the lecture, during which Colonel Browne, in answer to a question by Major-General Paget regarding the Government of the country and the likelihood of its losing its independence at any moment, said the Government was practically that of 2,500 years ago. The Government, so far as it went, was all right for the people, but the moment they got into touch with Europeans—Russians, French, or ourselves—they were absolutely helpless.

In reply to Major-General Sir Elliott Woods, who inquired whether the harbour of Port Arthur could not be improved by breakwaters, Colonel Browne said it was shallow. If it could be dug out it would be one of the finest harbours in the world, but from what he had heard, it had a hard bottom.

Major-General Douglas inquired whether the Chinese Eastern Railway was "run" by Russia, to which the lecturer replied that practically it was absolutely in their hands. It was no more a company concern than Aldershot was.

Major-General Plumer put several questions regarding communications between Korea and Manchuria over the frontier, which it was explained were very difficult.

Major-General Paget moved a vote of thanks to Colonel Browne.—*L. & C. Express*.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Shanghai advices dated 11th inst. report business done—Farnhams, Tls. 118 and 117½ cash. Tls. 118, 120 and 118 December, Tls. 119 and 118 March, Tls. 121 April, 121 May. Lankata, Tls. 310/307½ cash, Tls. 327½ March, Tls. 15 December. Hall & Holt, \$33 cash. Wharves, Tls. 195 cash, Tls. 195, 194, 190 and 195 March, Tls. 195 April. Soey Chee, Tls. 170 cash. Sumatras, Tls. 52 cash. Gas, Tls. 107 cash.

SILVER.

Silver has reacted pretty steadily during the last few days, as a consequence of rather free offerings of the metal from America and from the Far East, and of a cessation of the buying for India. An exchange of the 12th inst. says that on the previous day heavy forward selling from Singapore accelerated the downward movement and sent the spot quotation down ½d. to 26½d., and the forward quotation 1½d. to 26½d.—figures which have not been touched for some months past. The speculators were talking daily only a week or two ago about a rise to over 30d. per ounce, and they based their conclusions upon the necessity of the Indian Government to buy heavily, and upon the probability that the Far East would absorb more, while stocks here and in America were understood not to be considerable. The Far East is not buying, and the Indian Government sees no reason why it should oblige the speculators. But it has apparently not completed its purchases, and apart from others, its support alone should cause a recovery in the price.

LLOYD'S AND THE FAR EASTERN CRISIS.

In spite of the general feeling of uneasiness which has prevailed in the City on the subject of Russo-Japanese relations, little credence was given by members of Lloyd's to the latest batch of rumours. The rate on coal, against risks of capture, seizure, or detention, has remained round about 12s. per cent. in comparison with 25s. quoted when the war scare was at its highest during the month of October. For obvious reasons, the war premium on coal, when international relations became strained, provided an infallible test as to the seriousness with which the situation is regarded, and there is consequently all the more consolation to be gathered from the fact that the present position is not treated at Lloyd's as having become any more critical within the past few days. Insurances effected against war risks in the Far East recently have yielded a considerable sum in premiums, and as they are mostly for short periods, underwriters are commencing to regard them as profit earned.—*Ex.*

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	184
" Bank Bills, on demand	89/16
" Credits, 4 months' sight	8 15/16
" D'ments 4 months' sight	9 1/16
ON BERLIN, (demand)	M. 175
ON PARIS, Bank Bills, on demand	2 153
" Credits, 4 months' sight	2 19
ON NEW YORK, Bank Bills, on demand	4 1/2
" Credits, 30 days' sight	4 1/2
ON BOMBAY, Telegraphic Transfer	127 1/2
" On demand	127 1/2
ON SHANGHAI, Telegraphic Transfer	7 1/2
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	83 1/2
Sovereigns, Bank's Buying Rate	\$11.64
Gold Leaf 100 touch, per tael	60.50
Rar Silver	25 13/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New 920/950
" LAST YEAR 920/950
" OLDEST 920/950
PATNA New 118 1/2
BEHAR New 118 1/2
PERSIAN (AFGHAN) 810/850

To-day's Advertisements.

CHRISTMAS HOLIDAY EXCURSIONS TO MACAO.

THE Favourite Passenger Steamer

"WING CHAI"

will run SPECIAL TRIPS to MACAO on the 26th, 27th and 28th December, leaving her Wharf in Hongkong at 9.30 A.M. Ea H Day and Macao at 7.30 P.M., arriving Hongkong about 11 P.M.
FARE:—Return Ticket available for Three Days 5s.

The Steamer will also run on CHRISTMAS DAY leaving Hongkong at 8.30 A.M. and Macao at 2 P.M.
MING ON & CO.
Hongkong, 16th December, 1903. [1514e]

HONGKONG VOLUNTEER CORPS.

CONCERT.

A CONCERT will be given at the THEATRE, CITY HALL, on SATURDAY, January 16th, 1904, at 9 P.M.
Further Particulars will be issued later.
C. G. PRITCHARD,
Major,
Commandant, H. K. V. C.
Hongkong, 16th December, 1903. [1509e]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that LEONARD SCHADE VAN WESTRUM, of Berlin, Germany, Merchant, has on the 12th day of September, 1903, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—The Arbitrary Word "Westrumite," in the Name of Leonard Schade van Westrum who claims to be the Proprietor thereof. The Trade Mark has been used by the Applicant since April, 1903, in respect of the following Goods, "Means consisting of Water mixed with Oily Substances for the preventing Formation of Dust and Dust Explosions" in Class 5. A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.
Dated the 15th day of December, 1903.
DENNIS & BOWLEY,
Solicitors for the Applicant.

[1506e]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that GEORG GRAF V. THURN SCHES STAHLWERK STREITBACH, of Streitenbach, Austria, have on the 14th day of September, 1903, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—"The device of an anchor through the Letter O" in the name of Georg Graf v. Thurn Sches Stahlwerk Streitbach who claim to be the Proprietors thereof. The Trade Mark has been used by the Applicants in respect of the following Goods, Steel in Bars in Class 5. A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.
Dated the 15th day of December, 1903.
DENNIS & BOWLEY,
Solicitors for the Applicants.

[1511e]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY, the 18th December, 1903,

at 11 A.M.,

at their

SALES ROOMS, No. 8, Des Vaux Road,

Corner of Ice House Street,

A QUANTITY OF

MISCELLANEOUS ARTICLES,

Comprising:—

FELT HATS, SINGLES, OVER-

COATS, BRIAR PIPES, LEATHER BAGS,

CLOCKS, RAZORS, &c., &c.
Catalogues will be issued.
TERMS:—As usual.HUGHES & HOUGH,
Auctioneers.

Hongkong, 16th December, 1903. [1512e]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY, the 19th December, 1903,

at 2.30 P.M.,

at their

SALES ROOMS, No. 8, Des Vaux Road,

(Corner of Ice House Street),
AN ASSORTMENT OF

GOLD AND SILVER JEWELLERY,

Comprising:—

BENSON'S GOLD & SILVER WATCHES,

DIAMOND RINGS, BROOCHES AND PINS,

GOLD CHAINS, &c., &c.
Catalogues will be issued.
TERMS:—As usual.HUGHES & HOUGH,
Auctioneers.

Hongkong, 16th December, 1903. [1513e]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

WEDNESDAY, the 23rd December, 1903,

at 11 A.M.,

at their

SALES ROOMS, No. 8, Des Vaux Road,

Corner of Ice House Street,
The Steam-launch

"ON HING."

Now lying at YAU-MAT, opposite Messrs. Mitsui Bussan Kaisha's Coal Godowns, Built of Teakwood—

Length, 107 feet.

Breadth, 18 "

Engines, 12 feet by 24 ft.

Boiler, 8 1/2 " by 9 "

The planks on deck have been taken off and are stored on board. She has 3 Anchors and Chains and everything in the Engine Room is complete.

Inspecting orders can be obtained at the office of the Undersigned.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 16th December, 1903. [1515e]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW

"HAICHING"

Captain Passmore, will be despatched for the above Port, on FRIDAY, the 18th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS, LAIPRAK & CO.,
General Managers.

Hongkong, 16th December, 1903. [1507e]

To-day's Advertisements.

THEATRE ROYAL CITY HALL.

TO-NIGHT

(WEDNESDAY), the 16th DECEMBER

BOXING

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

KING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
ASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
ASGOW and LIVERPOOL	"NESTOR"	On 1st January.
ASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
ASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
ASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January.
ASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
ASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
VERPOOL	"ACHILLES"	On 17th December.
RESELLES, L'DON & A'WERP.	"PROMETHEUS"	On 22nd December.
RESELLES, L'DON & A'WERP.	"DARDANUS"	On 5th January.
RESELLES, L'DON & A'WERP.	"YANGTZE"	On 19th January.
VERPOOL	"DIOMED"	On 22nd January.

S.S. "ACHILLES" has arrived and leaves for Singapore to-morrow.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
STORIA, SEATTLE, TACOMA, and	"TYDEUS"	On 1st January.
PACIFIC COAST PORTS, via	"PINGSUEY"	On 24th January.

S.S. "CALCHAS" from Tacoma is expected to leave Moji on 22nd inst. for Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th December, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
ANILA	"KAIFONG"	17th December.
HANGHAI	"WOOSUNG"	17th "
HANGHAI	"KASHING"	19th "
ANILA	"CHINGTU"	30th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th December, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
AFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 19th Dec., at 10 A.M.
UBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 26th Dec., at 10 A.M.
ERLA	1980	A. H. Notley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 12th December, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 21, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903. [8040]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M. FARE—(Week Days) 1st Class (including cabin and servant), \$2; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents. On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner, either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers. WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 7th September, 1903. [10730]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity. Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 3, Queen's Road West.
Hongkong, 30th May, 1903. [13220]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN"

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAIR & CO., General Managers.

Hongkong, 16th December, 1903. [14970]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain S. J. Payne, will be despatched as above on FRIDAY, the 18th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight and Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 16th December, 1903. [14930]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain James Young, will be despatched as above on SATURDAY, the 19th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th December, 1903. [15050]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 15th December, 1903. [15060]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"LOWTHER CASTLE" 22nd Dec.

"SILKH" 31st Dec.

"SAGAMI" 9th Jan.

"AFRIDI" 22nd Jan.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 15th December, 1903. [15040]

"SHIRE" LINE STEAMSHIP COMPANY.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"FLINTSHIRE"

Captain J. M. Haffner, will be despatched for the above Ports, on or about MONDAY, the 22nd instant.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 14th December, 1903. [15000]

Shipping—Steamers.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY."

Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December, 1903. For Freight, apply to MCGREGOR BROS. & GOW.

Hongkong, 18th November, 1903. [13850]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOH, KOBE, YOKOHAMA, SALINA CRUZ-MEXICO & SAN FRANCISCO.

THE Steamship

"CLAVERING."

Captain Barton, will be despatched for the above Ports, on THURSDAY, the 24th instant, at Noon.

For Freight, apply at the Company's Office, No. 20, Des Vaux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 12th December, 1903. [4360]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

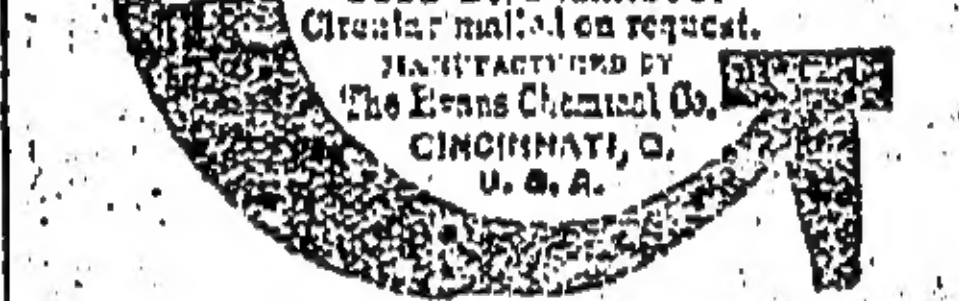
THE Company's Steamship

"HIMIRA."

Captain Lockhart, will be despatched as above on or about MONDAY, the 22nd instant.

For Freight, &c., apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 14th December, 1903. [14540]



HONGKONG AVERAGE MARKET PRICES.

Corrected 9th December, 2nd cl. per \$ Mex.

BUTCHER MEAT.

	Cents.
Beefsteak & prime cut—Mei Lung Pa	17
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	14
" Soup, Tong Yuk	13
" Steak—Ngau Yuk Pa	17
" Sausages—Ngau Yuk Chung	16
" Bullock's Brains—Know	16
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Sum	9
" Hump, Salt—Ngau Kiu	13
" Feet—Ngau Kerk	13
" Kidneys—Ngau Yiu	16
" Tail—Ngau Mei	10
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
" Calves' Head and Feet—Ngau-chai-tau-keok	75
" Mutton Chop—Yeung Fai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
" Pig's Chittlings—Chi cheong	12
" Brains—Chi Kow	12
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tai	13
" Heart—Chi Sum	13
" Kidneys—Chi Yiu	13
" Liver—Chi Kon	24
" Pork Chop—Chi Pui Kwat	18
" Corned—Ham Chu Yuk	18
" Leg—Chu Pei	18
" Fat or Lard—Chu Yau	22
" Sheep's Head and Feet—Yeung Tau Keok	45
" Heart—Yeung Sum	10
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	20
" Sucking Figs, To Order—Chu Chai	17
" Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
" Veal—Ngau Chai Yuk	15
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	22
Capons, Large, Small—Sin Kai	22
Ducks—Ap	24
Doves—Pan Kau	24
Eggs, Hen—Kai Tan	24
Fowls, Canton—Kai	24
" Hainan—Hoi Nam Kai	24
Geese—Ngai	24
Geese, Wild Shanghai—Sheung Hoi Ye	24
" Ngo	14
Musk Deer—Wong Keng	300
Hare—Tu Chai	60
Partridge—Che Khoo	60
Peasants—Shan Kai	60
Pigeons, Canton—Pak Kup	24
Holhew—Holhew Pak Kup	24
Quail—Um Chun	17
Rice Birds—Wo Pa Cheuk	28
Snipe—Sa Chui	28
Turkeys, Cock—Fo Kai Kung	50
" Hen	50
Wild Ducks, Shanghai, Suoy	50
Teal, Shanghai, Suoy	50
Wild Ducks Canton—Sang Shing Sui	50
Apea	50

FISH.

Barbel—Ka Yu	13
Bream—Bin Yu	12
Canton Fresh Water Fish—Hoi Sin Yu	12
Carp—Lai Yu	12
Catfish—Chik Yu	12
Codfish—Mun Yu	12
Crabs—Hoi	12
Cuttle Fish—Muk Yu	12
Dab—Sa Mang Yu	12
Dace—Wong Mei Lun	12
Dog Fish—Tik Yu Sa	12
Eels, Congor—Hoi Nam Yu	12
" Fresh water—Tam Si Yu	12
" Yellow—Wong Sin	12
Frog—Tien Kai	12
Garoupa—Sak Ean	12
Gardoupa—Pak Ean	12
Herring—Tao Pak Yu	12
Herring—Tao Pak Yu	12
Hallbut—Cheung Kwau Yu	12
Labrus—Wong Pa Yu	12
Loach—Wo Yu	12

Lobsters—Lung Ha	20
Mackerel—Chi Yu	20
Monk Fish—Mon Yu	20
Mullet—Chai Yu	20
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	20
Perch—Tau Le	20
Pike—Pa Pau Poong	20
Plaice—Pan Yu	20
Pomfret, Black—Hak Chong	20
Pomfret, White—Pak Chong	20
Prawns—Ming Ha	20
Ray—Pei Pa Sa	20
Rock Fish—Sak Kau Kung	20
Roach—Chun Yu	20
Salmon, (C'ton), fresh water—Ma Yau Yu	20
Shark—Sa Yu	20
Skate—Po Yu	20
Shrimps—Ha	20
Snapper—Lap Yu	20
Solus—Wan Yu	20
Turbot—Cho Hoi Yu	20
Turtles, small, fresh water—Kok Yu	20
White Bait—Ngau Yu Chai	20

FRUITS.

Almond—Hung Yau	20
Apples, (California)—Kam San Ping	20
" (Chetoo)—Tin Chun Ping	20
" Small—Hoi Tung Moong	20
" Custard—Fan Lai Chi	20
Bananas, fragrant, Canton—Sang Sheng	20
" Heung Chiu	20
" (brides), Macao—San Heung Chiu	20
Chestnuts, Chinese—Foong Lut	20
Carambola—Yeung Tou	20
Cocoanuts—Yeh Tsz	20
Grapes—Sin Tai Tsz	20
Lemons, China—Ning Moong	20
" Amer—Kum San Ning Moong	20
Lichees, Dried—Lai Chi Con	20
" Fresh, Lai Chi	20
Limes, (Saigon)—Sai Kung Mac	20
Mango, Manila—Lai Tung Moong	20
Mango, Saigon—Sai Kung Moong	20
Mangosteens, San Chuk Tsz	20
Oranges, (Canton)—Sang Sheng Tim	20
" Chang	20
" Small—Tai Kut	20
" Mandarin—Tim Kut	20
Olives—Pak Lam	20
Pears, (American)—Kam San Shut Li	20
" (Canton), Cooking—Sa Li	20
" (Shanghai)—Sheung Hoi Li	20
Peanuts, Pa Sang	20
Persimmons Large—Hung Chie	20
Pineapples, 1st quality—Sheung Foon	20
" 2nd quality—Sheung Foon	20
" and cooking—Chung tang	20
" Paw-law	20
Platams—Tai Chen	20
Plums, Swatow—Hung Lai	20
Pumelo, Siam—Chim Lo Yau	20
Walnuts, Hop Tou	20
" Green—Sang Hop Tuo	20
VEGETABLES, &c.	20
Artichokes, Shanghai—Sheung Hoi Ah	20
Chi Chai	20
Beans, (French) Macao—Oh Moon Pin	20
" Tau	20
Beans, (French), Shanghai—Sheung Hoi	20
" Pin Tai	20
Beans, Sprout—Ah Choi	20

Shipping.

Arrivals.
Ocean, H.M.S. battleship, 12,950, Foote, 15th Dec., Wei-hai-wei and Mits Bay 10th Dec.
Achilles, Br. s.s., 4,483, Williams, 15th Dec., Shanghai 13th Dec., Gen.—B. & S.
Looak, Ger. s.s., 1,203, Leuss, 15th Dec., Bangkok 5th Dec., Rice and Wood.—B. & S.
Binh-Thuan, Fr. s.s., 984, Ribault, 15th Dec.,—Moj 10th Dec., Gen.—B. & S.
Dajin Maru, Jap. s.s., 899, Ogata, 15th Dec.,—Tamsui via Amoy and Swatow 14th Dec., Gen.—O. S. K.
Würzburg, Ger. s.s., 3,246, Binzer, 15th Dec.,—Singapore 8th Dec., Gen.—H. A. L.
Vindobona, Aust. s.s., 2,697, Cobal, 15th Dec.,—Trieste 19th Nov., and Singapore 9th Dec., Gen.—S. W. & Co.
Haiching, Br. s.s., 1,267, Passmore, 16th Dec.,—Fochow 13th Dec., Amoy 14th, and Swatow 15th Dec., Gen.—D. L. & Co.
Amara, Br. s.s., 1,655, Matlock, 16th Dec.,—Karatsu 14th Dec., Gen.—J. M. & Co.
Wakamatsu Maru, Jap. s.s., 1,720, Sakamoto, 16th Dec.,—Moj 11th Dec., Gen.—Mr. H. U. Jeffries.
Hakata Maru, Jap. s.s., 3,817, Sommer, 16th Dec.,—London via Port Said, Colombo and Singapore 8th Dec., Gen.—N. Y. K.

Clearances at the Harbour Office.

Mha Verde, for Macao.
Dajin Maru, for Swatow.
Rosetta Maru, for Manila.
Machew, for Bangkok.
Kongnam, for Canton.
Pak Kong, for Macao.
Hami, for Haiphong.
Eastern, for Manila.
Toosan, for Shanghai.
Haitan, for Swatow.
Teucer, for Japan.
Wingchai, for Macao.
Departures.
Dec. 16.
Empress of Japan, for Vancouver.
Rosetta Maru, for Manila.
Machew, for Bangkok.
Haitan, for Pakhoi.
Anping Maru, for Swatow.
Johanne, for Canton.
Yikang, for Canton.
Eastern, for Australian Ports.
Kungang, for Calcutta.
Tientsin, for Kobe.
Yunnan, for Shanghai.
Denariy, for Port Arthur.
Clara Jensen, for Shanghai.
Wingchai, for Shanghai.
Hami, for Haiphong.
Toosan, for Shanghai.

Passengers arrived.

Per *Hutchins*, from Coast Ports—94 Chinese.
Per *Würzburg*, from Singapore—Mrs. Martin, Misses Engel, K. Muecke and 2 children, and 300 Chinese.
Per *Vindobona*, from Trieste—Messrs. Fischer, Sekishe, and 2 of children, Miss Lennox, and 516 Chinese from Singapore.
Per *Tremont*, from Manila—Messrs. Humphreys, Stewart, Dell, W. D. Graham, R. C. Baldwin, J. Goodbody, H. Darbishire, A. F. Marshall, W. Bradley, E. D. Graham, C. Davis, F. McGregory, M. Degnan, L. Davis, R. S. New, A. Arnold, C. G. Murphy, Major W. Vlasov, Lieut. J. M. Robinson, Major and Mrs. G. Smith, Mrs. Chas. Richards, Mrs. C. Tozier, Mrs. R. S. Beard and child, Mrs. F. Barker, Mr. and Mrs. Newson, and 10 Japanese.

Passengers departed.

Per *Tosa Maru*, for Seattle, U.S.A., via Ports—Messrs. C. M. O'Leary, W. H. Mundle, Mrs. M. Zare, Messrs. Liang Lau Hsun, Wong Po Chee, Yamakawa, Takeshita, Tagawa, Mr. and Mrs. Araki, Mrs. Kawaguchi, Miss Mamada, and Mr. E. H. Gilbert.

Shipping Reports.

Str. *Achilles* from Shanghai—Light variable winds, and smooth sea throughout.
Anara from Karatsu—Weather fine, with light variable wind.
In Coast Ports—Fochow variable winds, and thick weather—light variable winds; and E.S.E. swell, thence to port light winds overcast weather and showery.

Steamers Expected.

Vessels	From	Agents	Due
Arara	Manila	S. T. & Co.	Dec. 17
Australasia	Manila	G. L. & Co.	Dec. 18
Comandant	Singapore	P. & O. Co.	Dec. 19
Radnorshire	Singapore	S. T. & Co.	Dec. 19
Emp. of China	Japan	C. P. R. Co.	Dec. 21
Kayashima	Singapore	N. Y. K.	Dec. 21
Namsung	Singapore	J. M. & Co.	Dec. 22
Köing Albe	Japan	M. & Co.	Dec. 23
Bayer	Singapore	M. & Co.	Dec. 23
Tijlajap	Moj	C. J. J. L.	Dec. 23
Gaelic	Japan	O. & O. Co.	Dec. 24
Calchas	Moj	B. & S.	Dec. 26
Taiyuan	Sydney	B. & S.	Dec. 27
H'kong Maru	San Fisco	P. M. Co.	Dec. 31
China	San Fisco	P. M. Co.	Jan. 10

Hongkong & Whampoa Dock Returns.

H.M.S. Amphitrite, at Kowloon Dock.
H.M.S. Moewe, " "
H.M.S. Glory, " "
H.M.S. Janus, " "
Anpho, " "
Kiangtung, " "
U.S.A.T. Sacramento, " "
Kinshan, " "
Hankow, " "
Salamanka, " "
Taichong, " "
Cosmopolitan, " "
Aberdeen, " "

Vessels in Port.

STEAMERS.
America Maru, Jap. s.s., 3,460, Going, 9th Dec.,—San Francisco 10th Nov., Honolulu 17th, Yokohama 1st Dec., Kobe 2nd, Nagasaki 4th, and Shanghai 7th, Mails and Gen.—T. K. K.
Bourbon, Fr. s.s., 2,100, Souhere, 11th Dec.,—Saigon 3rd Dec., Gen.—Wing Seng.
Catherine Apcar, Br. s.s., 1,730, Stewart, 15th Dec.,—Calcutta 28th Nov., Penang and Singapore 9th Dec., Gen.—D. S. & Co., Ltd.
Chowfa, Ger. s.s., 1,655, Köhler, 14th Dec.,—Bangkok 1st Dec., Rice, Wood and Gen.—B. & S.
Choyssang, Br. s.s., 1,424, Roope, 13th Dec.,—Canton 12th Dec., Gen.—J. M. & Co.
Clavering, Br. s.s., 2,155, Barton, 11th Dec.,—Moj 6th Dec., Gen.—C. C. S. & Co.
Decima, Ger. s.s., 294, Christiansen, 14th Dec.,—Moj 8th Dec., Gen.—S. W. & Co.
Haitan, Br. s.s., 1,181, Koch, 15th Dec.,—Fochow 13th Dec., Amoy 14th, and Swatow 14th, Gen.—D. L. & Co.
Hounslow, Br. s.s., 1,860, Adhead, 14th Dec.,—Moran 2nd Dec., Gen.—D. & Co., Ltd.
Indrasamha, Br. s.s., 3,366, Craven, 7th Dec.,—Portland, Or. via Moj 3rd Nov., Gen.—Allan Cameron.
Kaifong, Br. s.s., 1,025, Pennefather, 12th Dec.,—Manila 9th Dec., Gen.—B. & S.
Köhsichang, Ger. s.s., 1,293, Spiesen, 2nd Dec.,—Bangkok and Ang Hin 21st Nov., Rice.—B. & S.
Korea, Am. s.s., 5,651, Seabury, 14th Dec.,—San Francisco 18th Nov., and Shanghai 12th Dec., Mails and Gen.—P. M. S. S. Co.
Kwongsang, Br. s.s., 1,427, Lake, 15th Dec.,—Canton 14th Dec., Gen.—J. M. & Co.
Laertes, Br. s.s., 1,340, Jackson, 13th Dec.,—Saigon 8th Dec., Rice and Gen.—Nam Wo & Co.
Mercedes, Br. s.s., 2,925, McGregor, 12th Dec.,—Wellington 17th Dec., Gen.—Admiralty.
Petchaburi, Ger. s.s., 1,375, Hillmann, 10th Dec.,—Bangkok via Swatow 9th Dec., Rice and Wood.—B. & S.
Petraich, Ger. s.s., 1,251, Ahrens, 11th Oct.,—Sourabaya 30th Sept., Sugar—S. W. & Co.
Prima, Norw. s.s., 761, Meyer, 14th Dec.,—Manila 10th Dec., Ballast—S. W. & Co.
Rajabari, Ger. s.s., 1,189, Wendig, 12th Dec.,—Bangkok 1st Dec., Rice and Lumber.—B. & S.
Selun, Norw. s.s., 865, Fingelsen, 13th Dec.,—Canton 12th Dec., Gen.—E. A. F. Co.
Shakano Maru, Jap. s.s., 2,064, Suista, 12th Dec.,—Moj 6th Dec., Gen.—D. & Co., Ltd.
Sihsan, Br. s.s., 845, Jones, 15th Dec.,—Saigon 10th Dec., Rice, Mail and Gen.—B. & S.
Suisang, Br. s.s., 1,776, Young, 10th Dec.,—Java 30th Dec., Sugar—J. M. & Co.
Taichow, Ger. s.s., 862, Schultz, 13th Dec.,—Bangkok 5th Dec., Rice.—B. & S.
Taishan, Br. s.s., 1,121, Jenkins, 12th Dec.,—Samarang 29th Nov., Sugar and Cotton.—B. & Co.
Teucer, Br. s.s., 1,595, Silverlock, 7th Dec.,—Moj 2nd Dec., Gen.—D. & Co., Ltd.
Tremont, Am. s.s., 6,195, Garlich, 15th Dec.,—Manila 13th Dec., Gen.—D. & Co., Ltd.
Tricia, Ger. s.s., 1,033, Kneft, 15th Nov.,—Saigon 19th Nov., Rice—flour and Gen.—B. & S.
Ulbrand, Nor. s.s., 1,269, Andersen, 9th Dec.,—Karatsu 4th Dec., Gen.—C. & Co.
Undine, Norw. s.s., 1,017, Torbjörnsen, 13th Dec.,—Moj 8th Dec., Coals—Order.
Victoria, Am. s.s., 2,500, Truebridge, 13th Dec.,—Tacoma 16th Nov., Gen.—D. & Co., Ltd.
Woosung, Br. s.s., 1,109, Dowson, 13th Dec.,—Canton 12th Dec., Gen.—B. & S.
Yuenyang, Br. s.s., 1,128, Payne, 14th Dec.,—Manila, P.I., 11th Dec., Gen.—J. M. & Co.
Zafiro, Br. s.s., 1,611, Rodger, 14th Dec.,—Manila 12th Dec., Gen.—S. T. & Co.

Post Office.

A Mail will close for—
Canton—Per *Powan*, 17th Dec., 7.30 A.M.
Swatow, Amoy and Fochow—Per *Haitan*, 17th Dec., 8 A.M.
Swatow and Bangkok—Per *Petchaburi*, 17th Dec., 9 A.M.
Swatow, Amoy and Tamsui—Per *Dajin Maru*, 17th Dec., 9 A.M.
Swatow and Deli—Per *Taichong*, 17th Dec., 9 A.M.
Manila—Per *Kaifung*, 17th Dec., 3 P.M.
Kongmoon, Kunchuk and Samshui—Per *See Yup*, 17th Dec., 4 P.M.
Shanghai—Per *Woosung*, 17th Dec., 4 P.M.
Canton—Per *Fatshan*, 17th Dec., 5 P.M.
Swatow—Per *Haiching*, 17th Dec., 5 P.M.
Kobe and Yokohama—Per *Hakata Maru*, 17th Dec., 5 P.M.
Canton—Per *Honam*, 18th Dec., 7.30 A.M.
Swatow and Singapore—Per *Taichow*, 18th Dec., 9 A.M.
Bangkok—Per *Rajabari*, 18th Dec., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America*.

Manila—Per *Yuenyang*, 18th Dec., 3 P.M.
Kongmoon, Kunchuk and Samshui—Per *See Yui*, 18th Dec., 4 P.M.
Canton—Per *Powan*, 18th Dec., 5 P.M.
Canton—Per *Fatshan*, 19th Dec., 7.30 A.M.
Manila—Per *Zafiro*, 19th Dec., 10 A.M.
Moj, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Tremont*, 19th Dec., 10 A.M.
Straits and Calcutta—Per *Suisang*, 19th Dec., 10 A.M.
Europe, &c., India, via Tuticorin—Per *Ballaarat*, 19th Dec., 11 A.M.
Shanghai—Per *Yuenyang*, 19th Dec., 2 P.M.
Canton—Per *Kaifung*, 19th Dec., 4 P.M.
Kongmoon, Kunchuk and Samshui—Per *See Yui*, 19th Dec., 4 P.M.
Namsun—Per *Taichow*, 20th Dec., 9 A.M.
Saibue—Per *See Yui*, 20th Dec., 9 A.M.
Macao—Per *Wingchai*, 20th Dec., 9 P.M.
Canton—Per *Haitan*, 20th Dec., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per *See Yui*, 20th Dec., 9 A.M.
Singapore, Penang and Calcutta—Per *Catherine Apcar*, 22nd Dec., 2 P.M.
Europe, &c., India, via Tuticorin—Per *König Albert*, 23rd Dec., 11 A.M.
Manila—Per *Rubi*, 26th Dec., 9 A.M.
Europe, &c., India, via Tuticorin—Per *Salasie*, 29th Dec., 11 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Chingtu*, 30th Dec., 3 P.M.

THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory:
On the 16th at 11.55 a.m. The barometer has fallen much over Japan; risen rapidly over China, particularly in the North.
The depression is moving Eastwards in the S. part of the Sea of Japan.
An area of high pressure lies over N. China, and gradients are steep along the coast generally with heavy monsoon in the Formosa Channel. Strong and increasing monsoon over the China Sea.
Forecast—strong N. winds; showery at first, fine later; decreasing temperature.

	Dec. 15 at 10 a.m.	Dec. 15 at 4 p.m.
Barometer	30.02	29.93
Temperature	73	72
Humidity	74	73
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

	Bar.	Th. Hu.	Wind.	W.
Vladivostok, 7 a.m.	—	—	—	—
Nemuro, 6 a.m.	30.12	—	NE	2
Hakodate, 6 a.m.	29.85	—	SE	8
Tokio, 6 a.m.	30.02	—	N	4
Kobe, 6 a.m.	29.72	—	—	—
Nagasaki, 6 a.m.	29.91	—	NW	10
Kagoshima, 6 a.m.	29.87	—	NW	6
Oshima, 6 a.m.	30.00	—	NW	8
Naha, 6 a.m.	30.07	—	NW	8
Ishigakijima, 6 a.m.	30.07	—	NE	6
Taihouku, 5 a.m.	30.13	—	E	6
Taihu, 5 a.m.	30.02	—	E	0
Tainan, 5 a.m.	30.02	—	W	2
Koshun, 5 a.m.	30.00	—	—	—
Pescadores, 5 a.m.	30.04	—	NE	8
Wei-hai-wei, 9 a.m.	30.44	33	NW	5
Gutalaf, 9 a.m.	30.43	67	N	7
Sharp Peak, 9 a.m.	30.27	60	E	7
Amoy, 6.30 a.m.	30.13	64	NNE	1
Swatow, 9 a.m.	30.13	67	ENE	6
Canton, 9 a.m.	30.13	67	ENE	6
Hongkong, 10 a.m.	30.15	67	N	1
Victoria Peak, 10 a.m.	30.15	67	NE	3
Gap Rock, 10 a.m.	30.11	—	NNW	6
Macao, 10 a.m.	30.14	61	N	2
Haiphong, 10 a.m.	—	—	—	—
Manila, 10 a.m.	—	—	—	—
Batolod, 9 a.m.	—	—	ENE	6
Hilo, 9 a.m.	29.81	80	NNE	1
Hehu, 9 a.m.	29.83	83	N	3
C. St. James, 10 a.m.	—	—	—	—

VISITORS AT THE HOTELS.

OCCIDENTAL.
Akehurst, C. A.
Burdeit, Mrs. F. D.
Cobb, Wm.
Chandler, Lt. F.
Crosby, S. A. Mrs.
Gerard, Capt. J. C.
Gibson, Dr.
Halpin, F.
Hertel, B.
Kest, Dr. F.
Liddell, Mr. and Mrs.
Lopez, Amaro
North, H. S.
Pezare, Lieut. T.
Peterson, A.
Pittwitz, A. V.
Rehwaldt, Capt.
Rienapp, R.
Roberts, W. G.
Schattchneides, Mr.
Schlechtweg, Gustav
Schuster, Mrs. Von
Skercher, Mrs. and child
Stapelfeld, M.
Stephens, H.
Walters, S.
Widmer, Mr. and Mrs.
Lopez, Amaro
North, H. S.
Pezare, Lieut. T.
Peterson, A.
Pittwitz, A. V.
Rehwaldt, Capt.
Rienapp, R.
Roberts, W. G.
Schattchneides, Mr.
Schlechtweg, Gustav
Schuster, Mrs. Von
Skercher, Mrs. and child
Stapelfeld, M.
Stephens, H.
Walters, S.
Widmer, Mr. and Mrs.
Lopez, Amaro
North, H. S.
Pezare, Lieut. T.
Peterson, A.
Pittwitz, A. V.

HONGKONG.

Atmann, G. I.
Anderson, Mr.
Ascoli, V.
Barrett, H.
Bigelow, J. F.
Black, Mr. and Mrs.
Boggan, Mr. and Mrs.
Bonner, E. A.
Boone, E. A.
Borthwick, Mrs. R. W.
Brown, W. S.
Buck, Hart
Byrnes, Mrs. B. L.
Clark, W. G.
Colson, F. S.
Coulson, C. H.
Cowden, Mrs. A. R.
Crunden, Dr. and Mrs.
R. H. and child
Davenport, Mrs. E. H.
Davies, Mrs. J. T.
Deacon, F. B.
Dean, G.
Douglas, Capt. & Mrs. J. C.
Duncan, Miss A.
Duryee, Mrs. H.
Eaton, Mr. and Mrs. J.
Ellis, Mr. and Mrs. A.
Emerson, A.
Erizzo, C. J. M.
Fisher, H. G.
Fisher, J. J.
Glover, C.
Goldsmith, Miss L. B.
Goodfellow, Miss
Grant, A. W.
Hall, Capt. T.
Hammer, Thos. A.
Haughton, W. B.
Haydon, J. T.
Hill, Mr. and Mrs.
Hill, Mr. and Mrs.
Holly, Rev. J.
Jackman, H. T.
Jaffe, Dr.
Johnson, J. H.
Johnston, T. A.
Joseph, Mr. and Mrs.
Katsch, E. A.
Kempfer, E.
Leggatt, E. A.
Lewis, A. R.
Lewis, Miss G.
Lindsay, Dr. H.
Lindley, J. H.
Macgowan, R. J.
Mackie, G.
Marriott, Dr. O.
Mast, Sidney
Mast, Mr. and Mrs. E.
McAran, T. P.
Meikle, Mr. and Mrs. E.
Miller, P. L.
Murphy, Mr. and Mrs.
E. O.
North, C. J.
Oakley, Mr. and Mrs.
Osborn, Mrs. F.
Parfit, W.
Pattie, J. A.
Pierce, C. E.
Polen, A.
Porter, Mrs. S. K.
Potter, A. G.
Potts, W. H.
Rosa, S. B. C.
Savie, R. T. D.
Selden, Miss E. J.
Selden, Miss J. S.
Simmons, Mr. and Mrs.
Skott, C.
Smith, Mr. and Mrs. L. S.
Snevin, E. A.
Somerville, Geo.
Somers, Mrs. E.
Stewart, Dr. and Mrs.
J. R.
Storey, Mr. and Mrs.
Stuart, Mrs. Leslie C.
Taylor, Mrs.
Thompson, G. A.
Trowbridge, Mr. and Mrs.
Vernon, Mr. and Mrs. J.
Watkins, G. A.
Whitton, Mrs. A. M.
White, Mr. and Mrs.
W. H.
Winn, A. Hood
Wolf, Philip
Woolmer, Mr. and Mrs.
Wright, Mr. and Mrs.

KING EDWARD.

Alsop, F. G. O.
Bailey, Chas. A.
Bailey, Miss Cora W.
Bornemann, Mr. and Mrs.
Bourne, Mrs. C. P.
Bourne, Miss
Carter, H. B.
Cooke, Mr. and Mrs. J.
Chas. M.
Davis, C. F.
Dodge, A. D.
Ehrhardt, Capt.
Hale, Mrs. M. P.
Hawley, Miss M.
Hawley, Miss W.
Hawley, Mr. and Mrs.
Geo. I.
Hollingsworth, A. H.
Bailey, Mr. and Mrs.
Geo.
Lambkin, Mrs.
Lambkin, Miss
Muelle, Ed. (Consul for Peru)
Reid, Arch.
Rose, Mr. and Mrs. T.
Smith, B.
Stephens, Mr. and Mrs. M. J. D.
Talai, Mr. and Mrs. M.
Hale, Mrs. M. P.
Vanderpole, Dr. and Mrs. Frank
Vaughan, H. S.
Williamson, Jno.
Wilson, Mr. and Mrs.

CONNAUGHT.

Bain, J. W.
Bauman, Theo.
Campbell, R. E., Capt.
Christie, Mrs. & Mr. D.
Coudurier, J.
Crown, John
Donald, W. H.
Dufour, Mrs. B.
Dulot, Mme.
Edwards, E.
Eyre, Mr. and Mrs. H.
Fulton, R.
Goetschel, L.
Hollmann, A. F.
Hills, L. D.
Howard, E.
Hume, R.
Lazarus, N.
Lee, G. E.
Llanos, Mr. and Mrs. E. M.
Macfarlane, Dr. and Mrs. H.
Marquette, Mr. and Mrs. E.
Marston, Mr. and Mrs. L.
Newborn, R. H.
Normans, Miss Leslie.
Price, S. R.
Richardson, W. J.
Roberts, A. G.
Robertson, W. R.
Rutherford, N. H.
Sabatier, P.
Spethmann, E. F.
Smith, R. H.
Thompson, G. L. Mrs.
Ware, C. H.
Whitmore, R.
Williams, W. H.

PEAK.

Allison, C.
Beattie, A.
Beattie, J. M.
Beck, Mr. & Mrs. J.
Behr, Carl.
Bensen, Major & Mrs.
Bologovsky, Mr. and Mrs.
C. de, maid
and child
Bonnai, Miss
Bunny, Major and Mrs.
Brabant, R. A.
Brabant, Col. L. F.
Chapman, Mr. & Mrs.
Chichester, Major and Mrs.
Cocker, F. W.
Cowden, Mrs. A. R.
Cowden, Miss
Ferrier, Col. & Mrs.
French, Major G. A.
Fullerton, Mr. and Mrs.
A. R.
Jezeriski, Count Ladess
Ins
Lind, E. A.
Lutgens, R.
Martin, R.
McDermott, A. P. B.
Mitchell, R.
Mortimore, Miss E.
Morris, Dr. and Mrs.
Ollis, Mr. and Mrs.
Ormiston, Major and Mrs. J. W.
Plant, J. S.
Pollack, H. E.
Pratt, Major and Mrs.
Quail, Master
Quail, Harry
Reid, T. H.
Sawer, Mrs. W. E.
Sinclair, A.
Smith, A. Findlay
Smith, C. W.
Smith, Mrs.
Spalckhaver, W. O. C.
Watson, Mr. and Mrs.
Wenborn, S. T.
Williams, Miss & maid
Williams, E. G.

CRAIGIEBURN.

Austen, Dr. and Mrs. T.
Bent, Mrs.
Crafter, R. H.
Duff, J. S.
Fallon, C. H.
Gaskill, Mr. and Mrs.
Harvey, Lieut. and child
Harms, J. S.
Helm, W.
Powell, Mr. and Mrs.
Stanley and children
Smith, Mr. and Mrs.
Grant
Smith, Mr. E. Grant
Walker, Lieut. & Mrs.
and child
Woodward, Mr. & Mrs.
and children

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation, Ltd.	\$ 125	{ Div. of £1.10/- @ 1/8—\$18 for half year ending 30.6.1903	\$675
National Bank of China, Ltd.	£ 8	3/4—\$1.96 for 1902	\$30 b.
Do. Founders.....	£ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of Cton, Ltd.	\$ 100	32 per cent—\$32 per share for 1902	\$490
China Traders' In. Co., Ltd.	\$ 25	16 1/2% = \$1 per share for 1902	\$57 ex div.
North China In. Co., Ltd.	£ 25	Final of £1 making £2 for 1902	Tls. 220
Yangtze In. Association, Ltd.	\$ 60	20% = \$12 for 1901	\$135
Canton In. Office, Ltd.	\$ 50	30% = \$15 per share for 1902	\$175 sa.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 per share for 1901	\$310 sa.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$89
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$14 for half-year ending 30.6.1903	\$324 sa.
Indo-China S. N. Co., Ltd.	£ 10	5% = 10/- per share for 1902	\$75
China & Manila S.S. Co., Ltd.	\$ 50	10% = \$5 per share for 1900	\$18
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$30
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 = 12% for year ending 30.6.1903	\$30
60 cts. 30.4.03	\$ 5		\$19
"Shell" Transport & Trading Co., Ltd.	£ 1	3rd Interim of 6d. for 1902	£1 1/0 sa.
Taku Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2% for 1903	Tls. 30
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Interim of 4% = Tls. 2.00	Tls. 52 1/2 sa.
Do. Preference.....	Tls. 50	Interim of 3 1/2% = Tls. 1.75	Tls. 47 1/2 sa.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$105
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7% for year ending 30.6.02	Tls. 60
MINING.			
Puonjong Mining Co., Ltd.	\$ 11	None	\$14 s.
Société Française des Charbonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 s.
Raub Australian Gold Mining Co., Ltd.	£0.18.10	No. 12 of 1/- per share 28.1.01	\$8 s.
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 2 of 1/- per share 26.10.03	Tls. 5.80
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12% = \$6 for 1/4 year 30.6.03	\$205
S. C. Farnham, Boyd & Co., Ltd.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 130 b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$2 1/2 for 1903	\$94
New Amoy Dock Co., Ltd.	\$ 62	\$2 1/2 for 1902	\$38 s.
Shanghai & Hongkew Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 195 b.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8% = 80 cents per share for 1902	\$94 sa.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$155
K'loon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$35
West Point Building Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903	\$52 1/2 sa.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 1/4-year 1903	\$148 b.
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/4% for year ending 30.6.03	\$28 b.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6% for year ending 31.3.03	Tls. 13 1/2
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$11 b.
Shai Land Investment Co., Ltd.	Tls. 50	Interim of 6% for 1903	Tls. 104 b.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	{ Final of 60 cents, making \$1 for 1902/1903	\$15 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	3% for period ended 31.10.97	Tls. 40 s.
International Cotton Manufacturing Co., Ltd.	Tls. 75	Interim of 3% on account of 1898	Tls. 25 b.
Lao-ung-kow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4% on acct. of 1898	Tls. 35
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4% for period ended 31.12.00	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25% for year ending 30.6.1900	\$250
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15
Shanghai - Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 52 sa.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12% = \$1.20 per share for 1902	\$24 1/2 b.
China-Borneo Co., Ltd.	\$ 12	First year	\$8 sa.
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5% for 1903	\$142 sa.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$74
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$23.35 sa.
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$6 1/2 b.
Hongkong & China Gas Co., Ltd.	£ 10	10% div. and 1% bonus for 1901	\$140 b.
Hongkong Ropes Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$145
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent—\$3.75 for 1902	\$47 1/2
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$4 for 1903	\$245
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$320 s.
Dairy Farm Co., Ltd.	\$ 6	\$14 for year ending 31.7.1903	\$123 b.
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2 1/2 for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.	£0.12.6		\$9 s.
United Asbestos Oriental Agency, Ltd.	\$ 4	90 cents } for year ending 31.5.03	\$54 b.
Do. Founders.....	\$ 10	\$29.70	\$210 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Final of 6% making 12% for year	\$154 b.
China Light & Power Co., Ltd.	\$ 10	None	\$5 b.
Manila Investment Co., Ltd.	\$ 50	None	\$9
William Powell, Ltd.	\$ 10	\$1 for year ended 30.6.1903	\$19
Maatschappij tot Mijn. Bosch. Landbouw exploitatie in Langkat, Limited	Guilders 100	{ 5th interim dividend of Tls. 7 1/2 paid 15.12.1903 making so far Tls. 35 for the year ending 31.10.03	Tls. 305 ex d.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$ 50	First year	\$50
South China Morning Post, Ltd.	\$ 25	First year	\$25
Telegraphic Address—"Rialto," BENJAMIN, KELLY & POTTS, Share Brokers.			
Telephone No. 148, P. O. Box No. 111.			

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

Grand Xmas Bazaar.

ONE THOUSAND TOYS AND GIFTS.

PRICES TO SUIT ALL.

10 CTS. TO \$50.

High Class Fancy Goods.

USEFUL PRESENTS

FOR YOUNG AND OLD.

ON SHOW, TO-DAY.